The Hongkong Telegraph.

No. 2984

SATURDAY, OCTOBER 31, 1891.

SIX DOLLARS PER QUARTER

Banks.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL£2,000,000
PAID-UP CAPITAL£ 580,000

LONDON:
Head Office.....40, Threadneedle Street.
West End Office.....25, Cockspur Street.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

E. W. RUTTER, Manager. [10

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital.....£1,000,000
Subscribed Capital.....£ 500,000

Head Office:—Hongkong.

Court of Directors.

D. Gillies, Esq. | ChowTung Shang, Esq.
Chan Kit Shan, Esq. | W. Wotton, Esq.
C. J. Hirst, Esq. | Quan Hoi Chuen, Esq.

A. B. McKEAN, Acting Chief Manager.

ADVISORY COMMITTEE IN LONDON.

THOMAS CARMICHAEL, Esq.—Messrs. Dent Palmer & Co.
JOHN BUTTERY, Esq.—Messrs. John Buttery & Co.
C. B. STUART-WORTLEY, Esq., M.P., for Hallam.
G. W. F. PLAYFAIR, Manager.

ADVISORY COMMITTEE, SHANGHAI.

Hsü Fü Yuen, Esq | Lim Kwan King, Esq.
Ma Kie Tchong, Esq. | Chu Ming Siang, Esq.
Tong Kwei Sung, Esq.

J. D. THORBURN, Manager pro. tem.

THE Bank is now prepared to make advances on goods in neutral Godowns, and on other securities, at rates to be obtained on application.

Also to receive Moneys on Current Account or Fixed Deposit.

Interest for 12 months Fixed, 5 per Cent.
" 6 " " 4 "
" 3 " " 3 "
CURRENT ACCOUNTS 2 "

For rates of interest for other periods apply to the Manager.

Hongkong, 30th October, 1891. [1166

Insurances.

£1,000 STG. Payable at Age 55, or at death if previous—may be secured by a payment at the rate of:—

£7 7 6 { per quarter if commenced at age (nearest birthday) 20
£8 14 2 25
£10 11 2 30
£13 4 10 35
£17 15 8 40
£27 12 6 45

AFTER the Policy has been three years in force—the Policy-holder will be entitled to receive on application a Free Paid-up Policy for proportionate amount of the Sum Assured, as explained in Prospectus, should he wish to discontinue payment of premiums.

DODWELL, CARLILL & Co., Agents, Hongkong
932—2] STANDARD LIFE OFFICE.

SOUTH BRITISH FIRE AND MARINE INSURANCE COMPANY OF NEW ZEALAND.

THE Undersigned are prepared to accept FIRE and MARINE INSURANCES on favourable terms.

Current rates and a guaranteed Bonus equal to that paid by the local Offices.

GEORGE R. STEVENS & Co., Agents.
No. 2, Queen's Road, Hongkong.
Hongkong, 31st March, 1891. [514

NOTICE.

THE MAN ON INSURANCE COMPANY LIMITED.

CAPITAL SUBSCRIBED.....$1,000,000

The above Company is prepared to accept MARINE RISKS at CURRENT RATES on GOODS, &c. Policies granted to all Parts of the world payable at any of its Agencies.

WOO LIN YUEN, Secretary.

HEAD OFFICE.
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [216

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY, (LIMITED.)

CAPITAL, TAELS 600,000, EQUAL TO $835,333.33
RESERVE FUND $318,000.00

BOARD OF DIRECTORS.

LEE SING, Esq. | LO YEUK MOON, Esq.
LOU TSO SHUN, Esq.

MANAGER.—HO AMEL.

MARINE RISKS on GOODS, &c., taken at CURRENT RATES to all parts of the world.

HEAD OFFICE, 8 & 9, PRAYA WEST.
Hongkong, 17th December, 1885. [1178

NATIONAL BANK OF CHINA, LIMITED.

NOTICE.

IS hereby given that INTEREST will be charged on all CALLS due on Shares of the NATIONAL BANK OF CHINA, LIMITED, as and from the 16th instant, in accordance with the Articles of Association.

A. B. McKEAN, Acting Chief Manager.
Hongkong, 16th October, 1891. [1350

Masonic.

ZETLAND LODGE, No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, on MONDAY, the 2nd November, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 28th October, 1891. [1373

DILIGENTIA LODGE OF INSTRUCTION.

A REGULAR MEETING of the above named Lodge will be held in the FREEMASONS' HALL, Zetland Street, on THURSDAY, the 5th November, at 5 for 5.30 p.m. precisely. Visiting Brethren are cordially invited.

Hongkong, 29th October, 1891. [1374

Hotels.

THE SHAMEEN HOTEL.

BRITISH CONCESSION, CANTON.

THIS FIRST CLASS HOTEL, admirably situated within a few minutes walk of the 'River Steamer Wharves,' is now open to receive Visitors.

The Bed-rooms are cool, airy and comfortably furnished, and the spacious Dining Room, Sitting Rooms, and accommodation generally will be found equal to the best Hotels in the Far East.

The Table D'Hôte is supplied with every luxury in season, and the cuisine is in experienced hands.

Wines, Spirits, Malt Liquors, etc., of the best quality only.

A WELL APPOINTED BILLIARD-ROOM.

A. F. DO ROZARIO, Manager.

Hongkong, 1st September, 1891. [1182

To be Let.

TO LET,
With Immediate Possession.

AT KOWLOON DOCK BAY.

A BUNGALOW with 5 Rooms, a large Tennis Court and Garden. Moderate Rent.

Apply to
B. A. ERANEE, c/o Victoria Hotel.
Hongkong, 30th October, 1891. [1379

TO LET.

BAHAR LODGE, THE PEAK.

R. B. LOT No. 59.

THIS desirable residence with Gas laid on to be Let Furnished or Unfurnished.

Apply to
HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 12th May, 1891. [710

TO LET.

SHOP in Pedder's Street; ROOMS on First Floor, Suitable for offices.

Also
One FURNISHED BEDROOM on Top Floor.

Apply to
CRUICKSHANK & Co., LTD.
Hongkong, 23rd October, 1891. [935

THE KOWLOON LAND AND BUILDING COMPANY, LIMITED.

TO LET.

AT KOWLOON.

A FEW HOUSES in KNUTSFORD TERRACE containing 5 Rooms each and Bath-rooms. Tennis Courts. Healthy situation. Cheap Rent.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.
Hongkong, 6th August, 1891. [1080

Consignees.

"UNION" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PORT FAIRY," FROM ANTWERP, HAMBURG, AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th prox., will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 6th prox., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co., Agents.
Hongkong, 30th October, 1891. [1377

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "SIKH," FROM HAMBURG, LONDON, LIVERPOOL, STRAITS, &c.

CONSIGNEES of Cargo are hereby informed that all goods are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 3rd prox. will be subject to rent.

All claims against the Steamer must be presented to the Undersigned on or before the 3rd prox., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co., Agents.
Hongkong, 27th October, 1891. [1360

Intimations.

ROBERT LANG & CO.

NEW HATS.

BLACK, GREY AND BROWN FELTS
SINGLE TERAI HATS
(ALL SHADES).
STRAW AND PITH HATS.

Hongkong, 5th June, 1891 [136

KELLY & WALSH, LD.

HAVE just received a large stock of the most popular and useful manual published since the issue of "Enquire Within," entitled

THE WRITING DESK BOOK

"Indispensable to everyone who writes little or much."

ANSWERS SUCH QUESTIONS AS

"Should be on every writing desk for constant reference."

HAVE I USED THE RIGHT WORD? Consult 15,000 synonyms and antonyms.
HAVE I SPELLED IT RIGHTLY? Consult List, 15,000 words.
HAVE I USED IT GRAMMATICALLY? See Useful Rules of Grammar.
IS THE SENTENCE CORRECT IN STYLE? Consult Rules of Composition.
IS IT RIGHTLY PUNCTUATED? Consult Rules of Punctuation.
HOW SHALL I ADDRESS? Consult English, French and German Addresses.

How to Correct Proof; How to Estimate the Number of Book Pages M.S. will make; Sizes of Type, &c.

PRICE 60 CENTS.

KELLY & WALSH, LIMITED, QUEEN'S ROAD CENTRAL, HONGKONG. [7

LANE, CRAWFORD & CO.

IMPORTERS OF

GROCERIES AND PROVISIONS

Packed by CROSSE BLACKWELL & Co., *Philippe and Canaud* and other *1st class* packers.

A FULL STOCK OF FRESH STORES ALWAYS ON HAND.

A REVISED PRICE LIST will be issued on October 1st, 1891, attention is called to the NEW SCALE OF PRICES.

Priced Lists and Pass-books sent, post free, to any address.

LANE, CRAWFORD & Co.

Hongkong, 26th September, 1891. [1358

MOUTRIE, ROBINSON & CO.

(From J. Broadwood & Sons and Collard & Collard).

THE PIANO, ORGAN AND MUSIC WAREHOUSE, UNDER HONGKONG HOTEL, and at London, Shanghai, Kobe and Yokohama.

PIANOS SPECIALLY MADE FOR THIS CLIMATE AND GUARANTEED.

MONTHLY PAYMENTS OR HIRE.

TUNING—REPAIRS.

Instruments made equal to new. Large experience, all Machinery, trained men and Work guaranteed

OLD PIANOS TAKEN IN EXCHANGE.

16 YEARS extensive experience in China, and the only firm [of trained and practical people devoting themselves entirely to the Music and Musical Instrument Trade. [789

CRUICKSHANK & CO., LD.,

FAMILY AND DISPENSING CHEMISTS,
AND
Commission Agents.

KOLA WINE, (VAN HARGAN).

TONIC, STIMULANT and RESTORATIVE, unequalled as a Restorative of the Digestive Organs. It strengthens the Mental and Physical powers, and Stimulates the Circulatory and Nervous systems.

DOSE:—A Wine Glass Full with each Meal.

VINA COCA.

A Wine Glass Full taken on rising relieves any uneasiness in the stomach, and faintness.

FINE SCOTCH HEATHER HONEY $1 per bottle.

Hongkong, 26th September, 1891. [17

W. BREWER

HAS JUST RECEIVED

AYRES Footballs and Extra Bladders.
Boxes of Copper Stencils, Alphabets and Figures.
Senfs' New Stamp Albums.
Supplement to Former Editions.
Smith's Diaries 1892.
Letts' Diaries 1892.
Waterlow's Multiplex Copying Portfolio.

A B C Telegraph Codes.
Davies' Engineers Extra First Class.
The Blowpipe, by Col. Ross.
Text Book of Assaying.
Casati—Ten Years in Equatoria.
Earthquakes, by Boscowitz.
New Light Literature.
New Fancy Goods.

W. BREWER, UNDER HONGKONG HOTEL.

Hongkong, 15th September, 1891 [159

W. POWELL & CO.'S

IS THE BEST HOUSE FOR ALL KINDS OF HOUSEHOLD SUNDRIES.

COOKING STOVES, all sizes. DRYING-ROOM STOVES, all sizes

KEROSINE OIL STOVES FOR DRYING-ROOM and COOKING, made by the best Makers.

LAMPS and LAMP SUNDRIES of every description.

W. POWELL & CO.

Hongkong, 15th October, 1891 [6

CARMICHAEL & Co., LD.

WINE AND SPIRIT MERCHANTS—TOBACCO AND CIGAR IMPORTERS, GENERAL STOREKEEPERS AND COMMISSION AGENTS.

SHOOTING STOCKINGS *FOR SPORTSMEN.*
BUCKSKIN LEGGINS.
PORPOISE HIDE BOOTS.
CANADIAN CREAMERY BUTTER and CHEESE.

CARMICHAEL & CO., LTD.
18, Praya Central, Hongkong.

Hongkong, 17th October, 1891. [1359

Shipping.

STEAMERS.

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAILOONG,"
Captain Roach, will be despatched for the above Ports, TO-MORROW, the 1st November, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAPRAIK & Co., General Managers.
Hongkong, 30th October, 1885. [1376

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

THE Company's Steamship
"DIAMANTE,"
Captain Gerard, will be despatched for the above Ports on MONDAY, the 2nd November, at 5 P.M.

For Freight or Passage, apply to
SHEWAN & Co., General Managers.
Hongkong, 29th October, 1891. [1375

FOR NEW YORK (VIA SUEZ CANAL).

THE Steamship
"HANKOW,"
Captain West, will be despatched as above on or about the 7th November, instead of as previously advertised.

For Freight or Passage, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, 19th October, 1891. [1267

SAILING VESSELS.

FOR NEW YORK.

THE 3/3, L. L. L. American Bark
"EMMA. T. CROWELL,"
Pendleton, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to
SHEWAN & Co.
Hongkong, 15th October, 1891. [1326

Mails.

CANADIAN PACIFIC RAILWAY'S ROYAL MAIL STEAMERS.

PROPOSED SAILINGS FROM HONGKONG, 1891.

(SUBJECT TO ALTERATION).

Empress of China | Tuesday... | Nov. 10th.
Empress of India | Tuesday... | Dec. 8th.
Empress of Japan | Tuesday... | Jan. 5th.

THE R. M. S. "EMPRESS OF CHINA," 5,900 tons, Captain A. Tillett, sailing at Noon, on TUESDAY, the 10th November, with Her Majesty's Mails, will proceed to VANCOUVER, *via* SHANGHAI, Inland Sea, KOBE and YOKOHAMA.

RATES OF PASSAGE.
(In Mexican Dollars).
FROM HONGKONG, FIRST CLASS.

TO	One Way Fares.	Prepaid return. 4 mos.	Prepaid return. 12 mos.
Vancouver, Victoria, Esquimault, New Westminster, B.C.	225	338	394
Port Townsend, Seattle, Tacoma, Wash.			
Portland, Ore., San Francisco			
Banff Calgarry, Alba	255	383	487
Winnipeg, Man	275	413	482
To Minneapolis, St. Paul, Duluth, Minn	285	428	499
Chicago, Ill., Kansas City, St. Louis, Mo	295	443	517
Milwaukee, Wis			
Detroit, Mich., Cincinnati, Cleveland, Columbus, O.			
Hamilton, London, Toronto, Ont.	305	458	534
Buffalo, Niagara Falls, N.Y.			
Kingston, Ottawa, Ont., Montreal, Quebec, Que.			
New York, Albany, Troy, Rochester, N.Y.			
Baltimore, Md., Philadelphia, Pittsburg, Pa.	310	466	
Washington, D. C., Boston, Mass., Portland, Me.			543
Halifax, N.S., St. John, N.B.			
Liverpool and London via Liverpool	325	575	506
Paris, via Liverpool and London	345	not issued	
Havre, via Liverpool	335		
Bremen, "	345		
Hamburg, "	335		

2nd class steamer and 1st class on rail, and 2nd class steamer and rail, also Steerage Fares and Rates to other places, quoted on application.

The Steamers call at Victoria to land and embark passengers.

Return Tickets.—Time limit for prepaid return ticket is reckoned from date of issue to date of re-embarking at Vancouver.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials.

CARGO.—Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of D. E. BROWN, Assistant General Freight and Passenger Agent, Canadian Pacific Railway, Vancouver, B. C.

Parcels must be sent to our Office with address marked in full by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co., Agents.
Hongkong, 15th October, 1891. [14

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE; VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

PROPOSED SAILINGS FROM HONGKONG.
Belgic Thursday 12th Nov.
Oceanic Tuesday 8th Dec.
Gaelic Thursday 31st Dec.

THE Steamship
"BELGIC"
will be despatched for San Francisco, *viâ* Yokohama, on THURSDAY, the 12th Nov., at 1 P.M. Connection being made at Yokohama with Steamers from Shanghai and Japan Ports.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... $225.00
To Liverpool and London 325.00
To Paris and Bremen 345.00
To Havre and Hamburg 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Service, to European Officials in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months$337.50
12 months$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Passage or Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 21st October, 1891. [2

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

PROPOSED SAILING FROM HONGKONG.
City of Peking Wednesday 25th Nov.
City of Rio de Janeiro (via Honolulu) Saturday 19th Dec.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for SAN FRANCISCO, *viâ* YOKOHAMA on WEDNESDAY, the 25th Nov., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

RATES OF PASSAGE.
From Hongkong, First-class.
To San Francisco, Vancouver, Victoria, Esquimault, New Westminster, Port Townsend, Seattle, Tacoma, Portland, O... $225.00
To Liverpool and London..... 325.00
To Paris and Bremen..... 345.00
To Havre and Hamburg 335.00

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officers in service of China and Japan, and to Government officials.

Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.

Return Tickets.—First Class.—Prepaid return tickets to San Francisco will be issued at following rates:—
4 months$337.50
12 months$393.75

Time is reckoned from date of issue to date of re-embarkation at San Francisco.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (*or vice-versa*) within one year will be allowed a discount of 10 per cent. from Return Fare. *This allowance does not apply to through fares from China and Japan to Europe.*

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 3 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent.
Hongkong, 31st October, 1891. [2

W. S. MARTEN,

ARTISTIC DECORATOR,
2, DUDDELL STREET,
HONGKONG.

Hongkong, 6th April, 1890. [35

Intimations.

DAKIN BROS. OF CHINA, LIMITED,
CHEMISTS, &c.

SELECTION FROM WINE & SPIRIT LIST.

CLARET.

	per case of 12 qts.	case of 24 pts.
VIN ORDINAIRE—An excellent light breakfast wine	$ 5.00	
ST. GERMAIN—a pure light wine with a decided character		$6.00
ST. ESTEPHE—a light dinner wine	$ 6.00	
ST. JULIEN—a good dinner wine with more body	$ 8.00	
CHATEAU LIVRAN 1884	$12.00	
„ BARTON LANGOA —a rare vintage claret, 1875	$14.00	

SHERRY.

	per case	per bottle
VINO GENEROSO—a generous round wine, *green seal*	$ 6.00	$0.60
VINO DE [illegible]—a medium dry wine with delicate flavour, *red seal*	$10.00	$1.00
AMONTILLADO—a high class natural wine for connoisseurs of Sherry, *yellow seal*	$12.00	$1.10
DELICIOSO—the very finest sherry procurable, 6 years in bottle	$14.00	$1.25

Nos. 22 & 24, QUEEN'S ROAD CENTRAL.
LONDON, HONGKONG AND AMOY.

A. S. WATSON & CO., LD.

VEGETABLE AND FLOWER SEEDS,

SEASON 1891-92.

PER S.S "SHANGHAI."

WE have received our second supplies of

FRESH GARDEN SEEDS,

and we are now executing all orders for the same. Complete Catalogues with concise directions for sowing can be obtained on application, or will be posted to any address. In these Catalogues the Seeds are Marginally Numbered in English and Chinese, and when ordering it is quite sufficient to state the numbers of the kinds required.

N.B.—All Seeds are tested on arrival before being sent out.

DISCOUNTS.

Orders from one person, of from $5 to $10, allowed 25 °/₀ discount.

Orders from one person, over $10 allowed an extra 5 °/₀ discount.

Narcissus Bulbs (The Chinese Spring Flower).
A supply just received from the North.
Early application is requested.

CLAY'S FERTILIZER.

A high class fertilizer for pot plants and for use in the garden generally: it supplies natural nourishment to the soil, and assists the process of assimilation, thereby aiding the plants to attain to their full size, vigour and beauty.

Sold in Tins containing 10lb each.....$1.50.
„ Bags „ 28lb „ 4.00.
Directions for use are given on the label.

A. S. WATSON & CO., LD.
THE HONGKONG DISPENSARY,
ESTABLISHED A.D. 1841.
Hongkong, 26th September, 1891. [5

For Sale.

NOW READY.

[PUBLISHED BY AUTHORITY.]

"THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST"
FOR 1891.

THIS Valuable Work, with many NEW ADDITIONS and IMPROVEMENTS, IS NOW READY.

PRICE THREE DOLLARS.

Orders for Copies of THE "HONGKONG DIRECTORY" may be sent to the following Agents:—

HONGKONG...Mr. W. Brewer.
„ ...Messrs. F. Blackhead & Co.
„ ...Messrs. Heuermann, Herbst & Co.
„ ...Messrs. Kelly & Walsh, Limited.
„ ...Messrs. Lane, Crawford & Co.
„ ...The Hongkong Trading Co., Ltd.
„ ...Man Yü Tong, Hollywood Road.
MACAO.....Messrs. A. A. de Mello & Co.
AMOY and FORMOSA...Mr. N. Moalle.
FOOCHOW ...Mr. H. W. Churchill.
SHANGHAI & NORTHERN PORTS...Messrs. Kelly & Walsh, Limited, Shanghai.
JAPAN.....Messrs. Kelly & Walsh, Limited, Yokohama.
BANGKOK ...Rev. S. J. Smith.
SINGAPORE...Messrs. Sayle & Co., Limited.
PARIS and LONDON ...Messrs. Amédée Prince & Co.
or to
"THE HONGKONG TELEGRAPH" Office
Pedder's Hill,
Hongkong, January 19th, 1891

NOTICES TO CORRESPONDENTS.

It is requested that all communications relating to Subscriptions, Advertisements, &c., be addressed to the "Manager, *Hongkong Telegraph*" and not to the Editor.

Letters on Editorial matters to be sent to "The Editor" and not to individual members of the staff.

Communications intended for publication must be accompanied by the name and address of the writer, not necessarily for publication; but as evidence of good faith.

Whilst the columns of the *Hongkong Telegraph* will always be open for the fair discussion by correspondents of all questions affecting public interests, it must be distinctly understood that the Editor does not in any way hold himself responsible for opinions thus expressed.

TO ADVERTISERS.

Advertisers are requested to forward all notices intended for insertion in that day's issue not later than Three o'Clock so as not to retard the early publication of the paper.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph has the largest circulation of any English newspaper published in the Far East, and is therefore the best medium for Advertisers. Terms can be learnt on application.

The Hongkong Telegraph's number at the Telephone Central Exchange is No. 1.

TO SUBSCRIBERS.

The Hongkong Telegraph is published daily at 5.30 P.M. Subscribers in the central districts who do not receive their copies before 6.30 will oblige by at once communicating with the Manager.

Subscribers to *The Hongkong Telegraph* are respectfully reminded that all *Subscriptions are payable in advance.*

The Hongkong Telegraph.

HONGKONG, SATURDAY, OCTOBER 31, 1891.

TELEGRAMS.

KILKENNY ELECTION.

LONDON, October 29th.

Mr. Davitt abstains from contesting Kilkenny until the general election.

FRANCE AND RUSSIA.

The Russian Squadron has arrived at Brest and been enthusiastically fêted.

LOCAL AND GENERAL.

H.M.S. *Esk* left Shanghai on the 26th inst. for Ichang. We will duly report her arrival if she gets there.

A REGULAR Convocation of Victoria Chapter, No. 525, will be held in Freemasons' Hall, Zetland Street, this evening, at 8.30 for 9 o'clock precisely. Visiting companions are cordially invited.

Miss Peak.—Dr. Payne proposed last night, but I refused him!
Mrs. Cumso.—What for, dear?
Miss Peak.—He might know too much!

LEUNG Tung Oi, a kept woman living in China Street, was sent to prison for six months hard labour for detaining a girl of sixteen for unlawful purposes. Prisoner protested that if sent to gaol she would die. Probably she will die any how.

IT is shown by reports issued by the principal street railway company of Birmingham, which has lines operated both by horses and electricity, that storage battery traction is more economical than animal traction, the difference in favor of electricity being about 7 per cent.

A MEMBER of one of the rhetorical classes in a certain college had just finished his declamation, when one of the class said: "Mr.——, do you suppose that a General would address his soldiers in the manner in which you spoke that piece?" "Yes, sir, I do," was the reply, "if he was half scared to death."

LI PING, a cook unemployed, was charged this morning before Mr. Wise with dealing in Tai-fa lottery tickets in Queen's Road. The transaction had brought him in bullion to the value of $8.60, which was confiscated, and not having any more loose coin to pay the fine of $15 he goes to the Queen's hotel for a month.

Stern Father—My daughter Maud here tells me you that you kissed her forcibly last night. Do you apologise?
Claude—Yes! I'm sure nobody regrets the occurrence more than I.
Stern F.—
Maud— } Sir!

THE *Straits Times* informs us that, "by last advices from Pekan, the Pahang river has risen sufficiently to admit of the Punjom Company's launch *Sinyum* proceeding up stream." This is cheering news in these days of darkness. No doubt the *Sinyum* will come down the Pahang river laden with golden ingots—when they find the ingots and the river has risen sufficiently high to allow the launch free egress from the modern Ophir.

CHAN YUN, a "street corner boy," was charged at the Magistracy this morning by Mrs. Wm. Bell with stealing a silk umbrella from her with violence in Queen's Road last night about 7 p.m. It was proved that the prisoner hustled her, wrenched the umbrella away and then bolted; he was arrested with the article in his possession. His defence was that a friend gave it to him, and Mr. Wise most justly gave him 6 months hard labor, the last 14 days to be in solitary confinement.

STRANGE as it may appear, the French Republic is actually a German taxpayer and has been so for more than sixty-two years. An ultra patriotic German has just discovered this fact, and much fuss and talk have arisen about it. It appears the French Government in 1829 purchased the plot of ground in Sasbach, near Baden, on which Turenne had fallen in battle, and erected a monument to the great Marshal, which is guarded constantly by a French invalid soldier. The Republic, like any other landholder, pays the lawful ground tax and positively refuses to sell out, *even though* all the ultra German patriots in the Empire should burst with Teutonic ire.

ONE of Hongkong's pet grievances is the lack of healthful amusement. It is a never-ending moan, only intensified when some fool of a show comes along and disappoints people with an exhibition not worthy of a penny gaff at a beanfeast. But now—*now* is the winter of our discontent made glorious summer same as never was. During the cold season Hongkong is to have a skating rink, conducted by Alf Wybert, the best known rink artist of America and Australia, who beat the champion Wyman in Sydney, and who will provide exhibitions that we can guarantee. This is so very exactly what has been wanted here for a long time that it is not necessary now to dilate on its advantages. When particulars are published the boom will begin.

Mr. Fresh—Had a charming sunrise this morning, you know!
Mrs. Feak—Oh? Then where was the card-party?

THE present Provincial Treasurer will soon be leaving his post at Foochow (says the *Echo*) to take up the new appointment which has been given him in the North.

AT THE HONGKONG TRADING CO.

Clerk—All our wedding-presents are sold out, Sir.
Manager—That's good. Order a gross of cradles from the manufacturers.

ST. PETER'S SEAMEN'S CHURCH.—The Mission steam-launch *Day Spring* will call alongside vessels hoisting code pennant C, between 9 and 10.30 a.m. on Sunday to convey men ashore to the 11 o'clock service, returning about 12.30.

Chollie—You look bad, dear boy?
Reginald—Ya-a-as. Proposed to Miss Gentian last night.
Chollie—What did she say?
Reginald—Rats!

VARIOUS devices for increasing the speed and economy of telegraphing have been brought out recently, and it seems not unlikely, says an American paper, that a new era of cheap telegraphy is at hand, when companies can send 100 words for 25 cents and make a handsome profit.

"Do you love me, Jennie?" "I do." "Have you ever loved before?" "I have." "Then, darling, be mine. I've been long looking for a truthful girl. If you had said no, and I afterward found out that you had, it would have undermined my confidence in you." "That's what I thought," said Jennie, softly to herself.

Jockey Club Steward—Heard an awful good story just now.
2nd ditto.—So did I, dontcher know. What was yours?
1st ditto.—'Pon my word, I've forgotten. What was yours?
2nd ditto.—I've forgotten mine too, dontcher know! Shake!

WHAT the Detroit *Free Press* thinks must be the shortest speech on record—and that, too, made by a woman—is heard of in Indiana. A woman walked seventy miles to hear a sermon, and the pastor was so pleased at this appreciation he called upon her to tell the congregation how she came there. Rising slowly, she looked them over with great solemnity, and said: "I hoofed it." Then she sat down again.

IN the Police Court this morning Chan Lung, a member of the Great Unemployed, was charged with stealing a passage ticket from here to Singapore, the property of a farmer. It transpired that the prosecutor went to the Emigration office yesterday and had the ticket in his hand, when the prisoner snatched it from him, and handed it to another man. The ticket was valued at 6.50. The prisoner, who was so anxious to go to Singapore, takes a branch line just for a month.

A STRINGENT order has been issued to all Magistrates and tepoes (says our Foochow contemporary) for the diligent prosecution of gambling and the arrest of all heads of gambling houses. It is sincerely to be hoped that the edict will be an effective one and result in the total suppression of this terrible vice, which is such a common one among the Chinese. An official visit to the Ningpo Joss House would undoubtedly prove useful, as we notice that gambling is carried on to a great extent in that locality, both during the day and night.

THE Battalion now about to be raised in India for service in Hongkong, is to be known as the China Regiment. Its commandant will be Major E. J. Barrow, 7th Bengal Infantry, Captain Faithful, 33rd punjab Infantry, will probably be Second in Command, with Captain Retallick, now attached to the 35th Sikhs, as Wing Commander; Lieutenant Woodcock, 29th Punjab Infantry, and Lieutenant Stewart, 45th Sikhs, may possibly be the Adjutant and Quartermaster, respectively; while the following officers are applicants for the post of Wing Officer, Lieutenants Eckford and Bagley, 1st Bengal Infantry; Rowcroft, 35th Sikhs; Watson, 30th Punjab Infantry.—*Penang Gazette.*

THE sale of Russell & Co.'s launch *Falcon* and Mr. Forbes' yachts *Naomi* and *Ariel* at Gordon & Co.'s this afternoon was well attended, and the bidding pretty good. The launch was first put up, and after a little competition went to Blackhead & Co. for $2,600—a very fair price; the launch is 57 ft. long, with good engines and appointments, but not as young as she was once by about 20 years. The *Naomi*, a really beautiful yacht, was put up at $500, rapidly advancing by $25 bids until at $2,075 Mr. Fullerton Henderson took over about the prettiest craft on the China coast. The *Ariel*, a smaller yacht, somehow went very badly. Starting at $500, the next bid was $600, and that was as far as she could go, being knocked down to the order of Mr. F. W. White, Commissioner of Customs at Pakhoi. Two small boats went off at moderate prices.

THERE are many strange anomalies, says the Sydney *Bulletin*, in the legal ring of New South Wales. Nobody is allowed to practise unless he first passes the matriculation exam. at the University, and then serves five years under the articles to a practising solicitor. In all the better class offices the solicitor charges on an average, say, 200 guineas premium to each articled clerk; he pays them no salary or one that is merely microscopic; and he is allowed to have three articled clerks at a time. Consequently, he makes a steady income of about 120 guineas per annum; he gets his work done gratis; and the system, if worked for all it is worth, admits of the whole gang of solicitors trebling in numbers every five years. English and Irish solicitors, and Writers to the Signet from Scotland, are admitted without examination, regardless of the fact that they know no more of New South Wales law than of the code of Timbuctoo. Scotch solicitors, who pass exactly the same examination in Scotland as do the Writers to the Signet, are not admitted; they have simply to start life afresh by going through the matriculation exam. and being articled over again. The cause of this amazing foolishness has never been explained, but the Scotch solicitor pays a small fee in his own country, and the Scotch writer a very large one, and probably the New South Wales legal profession grovels by instinct to the man who pays the big fee. Mr. Crick's Bill, providing that anyone may become a lawyer so long as he proves on examination that he knows law, is an astounding innovation, for many reasons—among others, because, under the present system, the solicitor is not required to prove that he knows law to any extent. He has to know all sorts of other useless information, but with the code itself he has very often only a slight acquaintance. It is an item that has been forgotten somehow.

THE bosoms of our seven German friends should swell with pride when they read, mark, learn and inwardly digest the special correspondence from Siam, which is published in this issue.

Bar boy.—Missy Jugg, you pay one dollar coin too-light.
Old Jugg.—Boy, it's quits. The drink was too light, also!

EQUARIO ROCHA, a boy of fifteen, was charged in the Police Court to-day with stealing a silver watch valued at $7, the property of Mr. P. L. Pizzoli. The youth went to the house of complainant and asked for money, which was refused; the watch was lying on a table and he stole it. The boy's father gave him a bad character, and he was sentenced to seven days' imprisonment and twelve strokes on the breech before leaving.

THE Foochow *Echo* says that it is gratifying to observe that for the last five months while all the treaty ports in China have been more or less in danger—some in actual trouble resulting in loss of life, others in a state of apprehension of trouble which the presence of a war vessel would have allayed—the British Squadron has been enjoying itself salmon fishing in Japan! We protest against the way in which this port is left without protection. It is true that on the two occasions of the late scares a gunboat was promptly sent at the urgent request of H. B. M. Consul, but this is not sufficient. We ought to have a gunboat here permanently, or at any rate until the peace of the Empire is assured.

LORD RANDOLPH CHURCHILL has been burned in effigy by the Boers on account of his reflections on them and their country. We are really surprised that the Boers thought it worth their while to take the slightest notice of Lord Randolph Churchill's reflections or opinions. Without any exception whatever, this lord by courtesy is the weakest and most contemptible figure in the whole range of European politics. He is a worthy descendant of Jack Churchill, the greatest military genius of his age, and the lowest and most contemptible blackguard that disgraced the reign of 'good Queen Anne.' Lord Randolph Churchill has been playing the *rôle* of journalist in South Africa and sending letters to the *Daily Graphic*. We have read those letters, and our only regret is that they were not sent direct to the *China Mail*. "Randy" and the missionary "rag" fit each other like a glove. And here endeth the first lesson.

ONCE upon a Time there was a Typhoon walking about the Peak seeking whom it might devour. And it came across an Owl. And the friends and advisers of the Owl said "Be quick and get Away or you will be in a Mess." But the Owl was a steady-going sleepy-headed member of the Sanitary Board, and said. "It is no use making a great fuss about nothing. Things are very satisfactory as they are and it is a mistake to get excited." Then the Typhoon got foul of the bird and mixed it up a bit. And still the Owl said things were all right, and moved "that the Board approve of the situation." Then the Typhoon hit the Owl on the Boko, and whisked his tail round to an angle of 45, and tangled up his starboard hoof with his off-side flipper, and stuck him in the mud, wrong side up (with care, not to be stowed near boilers.) Then the Owl winked sleepily and said "It is all right, there is nothing to be concerned about and it is a pity these things get into the papers." And the last that was heard of that poor unprogressive Sanitary Owl was a solemn protest against improvement, sounding like "hi-tiddly-hi-ti, I'm all right!"

SEVEN COUNCILLORS.

One said: "To one great end
Let all thy powers tend;
Be thou not drawn aside; in that excel;
Wouldst thou accomplish much, do one thing well."

The next: "Scorn thou to move
Within a narrow groove;
Wouldst thou accomplish much, be broad of soul;
To know all good should be thy longed-for goal."

A Third: "Oh, doubting heart!
Scorn thou the coward's part;
Dash swiftly forth to meet the coming strife!
Ay! braving storm and whirlpool, live thy life!"

Then spake a Fourth: "Yet wait
Before that sad 'Too late';
Let caution guide thy steps; pause thou and think;
Bid forethought, wisdom, meet thee at the brink."

A Fifth: "Up! Yield thou not
With meekness to thy lot;
Content is sloth; high souls should still aspire.
Fan every spark of old Promethean fire."

The Sixth; "Serene, content,
Accept what Fate has sent."
Speak, Seventh Voice! and tell me—'wildered wight—
Which of my six sage counsellors is right.

Peace-loving Fontenelle,
As olden records tell,
To seal the lips of Ghibeline or Guelph,
Cried: "All the world is right!" and surely was himself.

—*America.*

OH that I had the wings of a dove! then would I fly away to Saigon and be at rest. For they have nice quiet times there, and news is easy to get. You can fill up your paper without having to go further then your office door, and so you save no end of rickshaw fares. Here are a few items:—

Mr. Bourgeois is editor of the *Avenir*, and says what he thinks. Captain Massie, being riled, demanded from Mr. Bourgeois an apology or—! Mr. B. refused to apologise, and so the order was given, "Pistols for coffee and two for one" in orthodox French style. The shooting was to be introduced by "one, two, *three*" from the referee, but at "one" Mr. B. pulled the string and away she went. Death to a cow. Then the gallant capting declined to have any more to do with him, and wouldn't touch a nasty firearm at all. Mr. B. entreated him to shoot at the word "three," saying he wanted to let in the Insurance Company; but honour was satisfied, and the umpire called it a draw.

Next, Mr. Delpit and Mr. Bourgeois had a "gentle and joyous passage of arms." (That is why Mr. B. was so anxious to be put out of his misery in one act, apparently.) On the way to the slaughterhouse Mr. Boult met Mr. Bourgeois, and called him a *sacré* insulting ink slinger, and his journal a beastly *morbleu* rag. (Mr. Boult was a theatrical man.) But Bourgeois was too busy to attend to him then. The double event was ultimately brought off satisfactorily.

The same day Mr. Margaillan sued Mr. Mathonet for a trifle of ten thousand francs damages for a couple of scratches received in an affair of honour. The Court awarded him one franc and costs.

As before remarked, "Oh—had I the wings of a turtledove, I'd spread my broad pinions and fly," etc.

THE *Singapore Free Press* learns by private advices from Madras that a serious railway accident has occurred between Bangalore and Mysore. Fillis's Circus was proceeding to Mysore in three special trains, one of which came into collision with a goods train. Several deaths are reported, but it is not yet known whether any of the chief performers of the Company have been killed.

OUR prestidigitatorial friend (good word, that, prejis.....) Professor Jensen, the Wizard of the— er, well—of a good many places, is leaving Hongkong for Bangkok. He has been staying here a few days, mostly because he likes the Isle of Fragrant Waters. He takes a professional interest in watching the juggling of various Government officials (not to say all of them) and assures us they are but clumsy bunglers. He does it much more scientifically, so that it is quite a pleasure to see him. Can't say the same of the other conjurers. It is a pity he will not show here, for he is always well worth seeing; but evidently he has studied the financial condition of the colony better than Des Vœux did. We wish him good luck in Siam and a prosperous voyage to India.

A TRADESMAN was recently arraigned in a certain Scotch town on the charge of cutting down a tree in the back-garden of the house which he tenanted, without having obtained the consent of the landlord. The Bailie who was on the bench chanced to be a pompous, self-opinionated old gentleman, fond of hearing himself speaking. "Whit wey did ye cut doon the tree?" the Magistrate inquired sharply, addressing the accused. "The tree was quite deid an' rotten ever sin' I cam' to the hoose, and, as it spiled the look of the gairden, I cut it doon. Besides, I didna ken it was ony hairm, or I wad hae let it alane." "That'll no dae, my man," said the Bailie, severely; "ye say ye didna ken that it was wrang; but ignorance o' the law is nae excuse for ony man." "Weel, Bailie," replied the culprit, gravely, but with the ghost of a sly humorous twinkle in his eye, "if that's the case, it's gey hard on the baith o' us!" Dismissed with an admonition.

MERCANTILE MARINE OFFICERS ASSOCIATION AND MR. WILTSHIRE.

Last night the British Mercantile Marine Officers Association of Hongkong held a meeting to which Mr. Wiltshire had been invited, as associate member (he being a member of the London Association) for the special purpose of laying his case before them with a view to combined action of some sort.

For some reason or other Mr. Wiltshire failed to put in an appearance, although he knew perfectly well that the meeting was to be held, and had himself told several people about it, and said he would certainly be there. But he never turned up, nor even sent a note of explanation. This most extraordinary conduct naturally had a fatal effect on the prospects of success for Mr. Wiltshire's cause. While the members, who had come solely for the purpose of hearing Mr. Wiltshire, and ready to make every effort in his behalf, were waiting for him to turn up, the case was discussed as well as it could be in the absence of the central figure himself. The general feeling of the meeting was that the Association ought to do something, but whether by providing funds for further legal proceedings, or by some other means, it was impossible to decide without Wiltshire's presence. The members present regretted the tone of several comments in the *Hongkong Telegraph* on the Association's inactivity in the matter, as of course they could not do anything until Mr. Wiltshire was before them, which was impossible while he was in prison, and now he apparently did not think it worth his while to come. His failure to appear is the more ungracious and disappointing, as some of the officers were very strongly in favour of taking action, in the interests of the Mercantile Marine, though Mr. Wiltshire personally was hardly known to any of them. It is plainly to the interest of the Association to take the case up, if anything can be made of it, and Mr. Wiltshire's unaccountable conduct is unfair to them and hampers their self-defence, besides being for himself so ungrateful, that it has damaged his cause more than anything else that he could have done. If he will not take the trouble to come forward and state his grievance, it is not likely that his friends will care to go ahead in spite of him, and the Association has done as much for him as it could in calling the meeting and inviting his attendance. They can now only look to their own interests in the matter; if they need to take action to protect themselves, they cannot rely on his help; and if they are not in danger, they cannot be expected to help him after this.

A QUEER STORY FROM CANTON.

A CHINESE BABY TRANSFORMED INTO A PUPPY DOG.

Some days ago a newly made grave, nicely turfed over, with a head-stone bearing an inscription setting forth the name of the deceased, the date of death, etc., was discovered by Mr. Le Breton, examiner in the I. M. Customs, on some waste land adjoining his house on the Shameen, Canton. On enquiring of his servants Mr. Le Breton was told.—"One Chinawoman, I think blong foreign gentleman amah, catchee one smallo chilo; that chilo makee die; must wanichee bury Shameen side so fashion—he master can look-see any day."

Mr. Le Breton at once communicated this information to Mr. Rowe, Chairman of the Municipal Council, and asked that, for sanitary reasons, the body should be removed from Shameen. Mr. Rowe, accompanied by the Municipal policeman, at once inspected the grave and came to the conclusion that the facts were as stated by Mr. Le Breton. He at once sent a despatch to Mr. Watters, H. B. M. Acting Consul-General, who, in turn, visited the spot, and upon returning to his office penned a despatch to the Chinese officials in the city detailing all the circumstances. Two mandarins, officially mounted, soon appeared on the Shameen, with a guard of 200 soldiers, with fixed bayonets, drums beating and flags flying. Mr. Rowe, as Chairman of the Municipal Council, the Consuls of different nationalities in full uniform, cocked hats and swords galore, turned out to witness the resurrection. When the guard of soldiers had completed the circle round the grave and the different officials had taken their places, the grave-digger was requested to proceed with the exhumation. The body was soon discovered and immediately tossed up by the indignant coolie into the middle of the spectators, when, lo and behold! it turned out to be an English pointer puppy, belonging to Mr. Lindholm, in an advanced state of decomposition. Without a word being said the soldiers dismissed, the mandarins left at full gallop, and each of the others walked straight away to his own house.

SIAMESE AFFAIRS.

(FROM OUR SPECIAL CORRESPONDENT.)

Bangkok, October 18th, 1891.

THE FIRST STATE RAILWAY.

Exactly three months have passed by since I had occasion to wire to you to the effect that His Majesty the King had, on the 16th July last, turned the first sod of a Siamese Railway—the Bangkok—Paknam, fourteen miles line, a private enterprise in which the King and many of the leading men in the State have invested heavily. It is now incumbent on me to report, as fully as time will permit, the circumstances connected with a disgraceful scene that occurred at the offices of the Royal Railway Department on the 15th inst. when the Director-General, Mr. K. Bethge, a German, opened the tenders for the construction of the first State Railway—a line from Bangkok *viâ* Ayuthia (the old capital) to Korat, a distance of 168 English statute miles. I should, however, prefix my report with an explanatory statement thus. For the past year or so the Siamese have foolishly sought to "play off" the Germans against the Briton and the Gaul, and with that object in view have ousted Englishmen from Government Service as much as possible, filling up vacancies, as they were thus created, with noble Teutons; hence, in a great measure, the appointment of Mr. K. Bethge as Director-General of Railways, although Germany and Germans have never yet come to the front either as successful railway contractors or engineers. And as to their rolling-stock it is, according the latest works on railways, the worst in the world, as the following quotation from "Railway Location" by M. Wellington, M. Inst. C. E., etc., published in New York and London this year, clearly demonstrates:—

Countries	Number of Locomotives.	Train-Miles. 1=1,000.	Average Miles Per Locomotive Per Annum.	Average Miles Per Locomotive Per Day.
United States..	23,823	538,011	22,583	62
United Kingdom, }	14,827	272,803	18,395	50
Germany.....	11,330	134,489	11,870	33
Austria.....	3,671	47,144	12,842	35
Belgium	1,790	23,870	13,335	37
France	8,088	135,860	16,798	46
Italy	1,630	24,642	15,118	41
Luxembourg...	34	433	12,736	35
Norway.....	111	1,557	14,027	38
Netherlands...	519	11,435	22,033	60
Roumania.....	211	2,207	10,460	29
Russia	5,844	61,940	10,599	22
Finland.....	98	1,177	12,010	33
Switzerland...	595	7,674	12,897	35
India.....	1,730	33,919	19,606	54

"The above statistics are for 1883 for the United States and Great Britain, and for 1882 for the other countries. Some American roads run up to an average for large numbers of engines of 100 miles per day.

"A paper read before the German Society of Mechanical Engineers showed that out of 39 engines (presumably a fair average)—
10 of shortest life were broken up after, 6.5 years.
10 of longest life were broken up after, 28.5 „
15 were in use less than 20 years, and
average of all was.....20.2 „

"The average mileage of German locomotives is 11,870 miles per year, indicating a very short locomotive life in miles."

The above is a statement of facts which speak for themselves, and will, I conjecture, satisfy any national being of this—that should Germans get the contract—and neither the Government nor the King have yet decided the question, though it is not difficult to see where the "hitch" comes in—and carry it out in the manner prescribed by the King's German Engineer-in-Chief, the Siamese will have closed with the offer of a German Syndicate, *i.e.* Herr Krupp and his satellites, who desire to build the line in their very own style with rails of a size and weight which have long been condemned as useless and extravagant in Europe (of which the Germans are known to have tens of thousands of tons on hand), and they will equip the line with rolling-stock more suitable to the climate of Prussia, or Russia, or Siberia, or Finland than a tropical country such as Siam.

Ever since Mr. Bethge issued the specifications of the line and a statement respecting the conditions under which contractors would be bound, and set to work to revise and alter the plans and specifications for it, which had been completed by no less an English railway magnate than Sir Andrew Clarke, grave suspicions have been entertained in some circles that tenderers were not going to get fair play, and that by tendering they would simply be fooled, and, be it noted, not only fooled, but would be showing their hands to dangerous opponents—Herr Krupp & Co. of Essen. Now, whether the public were justified or not in entertaining suspicions I do not propose to argue at this juncture—personally, I'm inclined to the belief that there must have been a spark, in the first instance, to kindle the fire. Suffice it to say, then, that several of the leading railway contractors in England, the United States and Australia evidently "fought shy" of the venture, and wrote to the Siamese stating it was impossible for them to tender as per Bethge's specifications, although at one time the first Siamese state railway attracted considerable attention in railway circles, particularly in Europe. That public confidence was withdrawn no one can doubt after the *fiasco* of the 15th instant,

BLACK THURSDAY,

as it is here termed, when the "great man" had the mortification of finding that in response to his imposing advertisements *two* tenders only were submitted, namely, one from a Singapore firm and the other from a Stettin syndicate, commonly understood to be, in reality, a combination of Essen, Stettin and Berlin capitalists. At the function, which was fraught with momentous consequences to the Siamese, a

DISGRACEFUL SCENE

occurred in which Mr. Bethge performed the leading part in a manner (as the ubiquitous newspaper reporter is so fond of saying) which left nothing to be desired. Having "got wind" of the affair I lost no time in hunting up an eye-witness who had, probably, more right to be present than almost any one else. This gentleman, Mr. Franklyn Hurst, a rising man in his profession, civil engineering, was good enough to submit to an interview which may be recapitulated as follows:—

At noon on the 15th instant, said Mr. Hurst, I and a number of residents and visitors interested in railway matters, including Mr. Bleeh (Sir Andrew Clarke's representative in Siam), Messrs H. G. Hickey (Messrs. Murray, Campbell & Co.'s and Jardine, Matheson & Co.'s representative), W. K. D. Beckett (of H. B. M. Consular Service), John Hutchinson (of the Local Government Department), Mr. F. Lenz (representative of a German Syndicate), and Chas. Rosving, Secretary, attended at the offices of the Royal Railway Department on the occasion of the opening of the tenders for the construction of the Korat State Railway, Mr. K. Bethge, Director-General, presided at the meeting which was, *mirabile dictu*, held in his own office. Hardly had the proceedings commenced and the first tender

(Messrs Murray, Campbell & Co.'s) been opened than the tranquility of the railway-man's *sanctum sanctorum* was disturbed by the enactment of an extraordinary and wholly unexpected scene. I should tell you *en passant*, that upon arrival at the offices we waited in the hall prior to being invited into Mr. Bethge's private office, which we entered, and after seating ourselves as best we could—there were only three or four chairs for nine of us—Mr. Bethge took up the uppermost of the two tenders lying before him and opened it. It turned out to be from Messrs. Murray, Campbell & Co., of Singapore, and contained a cheque for $6,250 (*i.e.* £1,000; the amount of deposit required with each tender) signed by Messrs. Jardine, Matheson & Co. The tender was then unfolded and examined with the result that *Ticals* 9,744,425 (£950,000) was announced as the total amount for which the Singapore contractors are willing to build and equip the line.

At this juncture Mr. Bethge turned to Sir Andrew Clarke's representative, Mr. Blech, and said:—"Are you going to deposit a tender?" To which the latter replied in the negative, adding that he would offer no tender in accordance with the conditions drawn up by him (Bethge), but that his Principal's tender for the whole line, in sections, had been deposited with the Minister for Foreign Affairs long ago, and was, *de facto*, then lying on the table. This statement led to a long and animated discussion in which Mr. J. Hutchinson interposed and suggested to the now excited Teuton that it would be to his advantage to permit the public to be present for his (Bethge's) own protection, if for no more exalted reason. Mr. Bethge did not agree with the King's officer, however, and asked him what right he had to be present, to which Mr. Hutchinson replied:—"As an old servant of Messrs. Punchard & Co., and a servant of H. M. the King, I would suggest that you take the advice of your secretary, Mr. Rosving, as to the usual procedure on such occasions, prior to causing us to retire." This made matters worse if anything, for the pallid countenance and flashing eyes of the Director-General were at once turned towards Mr. Bech whom he threatened to have "removed" by the usher. Then, turning to Mr. Lentz, whom he was understood to describe as "a Privy Councillor of H. I. M. the Emperor of Germany," asked him if he had any objection to the presence of the general public. The latter, who spoke in German, was understood to say that he did object to Sir Andrew Clarke's and Messrs. Punchard's representative being present when his syndicated tender (the second cover) was opened. That settled perfidious Albion's "hash," and the ukase speedily went forth from the "railway king":—"You'll have to go out, then. No one has any right here but those who have submitted tenders." The Englishmen present, therefore, with the exception of Messrs. Murray, Campbell & Co.'s representative, Mr. Hickey, left the room, including Her Majesty's representative, after protesting against the illegal nature of Mr. Bethge's conduct of the business—the Britons defeated by a cock on his own dunghill, which is generally considered as no real test of the powers of either of the contestants. Mr. Beckett, of H. B. M. Consular Service, has, presumably, lodged a protest with the Minister of Public Works, H. R. H. Krom Kuhn Narisaranuvattu Wongse, through our Minister, Captain Jones, V.C.

Q.—But what was your *raison d'être* for being at the meeting?

A.—As a matter of fact I was invited to be present by the Minister of Finance when I visited him with Mr. S. L. Shaw the day before. Prince Nara being Mr. Bethge's superior in both birth and office I submit that the latter had—apart from the undoubtedly public nature of the proceedings—no excuse for arrogating to himself all the powers of an autocrat; riding, as he did, roughshod over universally accepted rules of procedure in respect to the opening of public tenders for public works. His conduct was not in keeping with his position, either as a gentleman or public officer, but might have been comely enough in a Czar of *all* the Russias, or a Sultan of Turkey, or the King of the Sandwich Islands.

Q.—Just so, I fully concur with you. But what is the length of this railway over which such a hubbub has arisen?

A.—168 English statute miles.

Q.—What is the Singapore firm's tender per mile?

A.—About £5,270 per mile.

Q.—And the German tender, how much is that in the aggregate?

A.—About two and a half millions of *ticals* more than that for which Messrs. Murray, Campbell & Co. have tendered.

Q.—Was Mr. Bethge really very excited; did he show impetuosity or disappointment?

A.—Mr. Bethge fairly trembled as soon as he saw the low figure at which the English firm tendered. He lost control of himself and his true nature came to the surface.

Q.—Do you think that about £5,270 per mile is cheap?

A.—Yes, it is a very reasonable offer, indeed.

Q.—Is it true that that Mr. Lenz is a *bond fide* Privy Councillor of H.I.M. the Emperor of Germany?

A.—He is not. I can't quite make out his status, but he appears to be a member of a sort of Board of Commercial Advisers to the German Government which owes its origin to Bismarck's schemes for the expansion of German commerce.

Q.—When will the Government allot the contract?

I am of opinion that the Government will not delay their decision, which must I should say be in favour of the English tender, guaranteed as it is by such an illustrious firm as Jardine, Matheson & Co.

That the scene above described is a disgrace to Bethge and calculated to bring the Government that employs him into ridicule and contempt there can be but little doubt. Furthermore the Government should lose no time in publishing the name of the successful tenderers as also that of the second competitor, added to some important facts respecting those who are to blame for what can but be termed a railway tender fiasco. [Since this was written it has been announced that the Singapore firm obtained the contract.—Ed., *H.K.T.*]

So much for the railway business, *à present*, so let us turn to the

ANNAM-SIAM FRONTIER

whither Prince Pratchak has gone as Special Commissioner, taking with him a small body of troops, his family, a lot of poultry and, it is said, half a dozen Hotchkiss guns. He will be Governor of the Central Laos provinces, the eastern boundary of which is contiguous with that of Annam. Thus Siam has made the *first move* towards asserting her sovereignty in the valley of the Mekong or, as some conjecture, she has taken a step which is bound to lead to grave complications with France at an early date. Special Commissioners will shortly leave for Bhassac, Khorat and Luang Phrabang on missions of a precisely similar nature to that on which Prince Pratchak has gone. Nong Khai will be Pratchak's headquarters. It is time the Siamese did something towards "occupying" the Mekong Valley, but the question is whether they are not too late. Time will show.

THE CAMBODIAN REFUGEE.

We hear next to nothing about the Crown Prince of Cambodia who fled to Bangkok as soon as the French coolly "bagged" his old papa. That it would have been better both for the heir-apparent and the Siamese had the young refugee gone to Singapore or Hongkong instead of being the guest of a Siamese magnate there cannot, I submit, be any doubt, for reasons which must be plain to all politicians worthy the name. But more of this anon, when I deal with the political affairs of Siam and the Far East generally, both in the interest of Oriental States and those whose commercial interests will be jeopardized by any sudden outbreak of war in the Far East.

SOCIALLY

things are improving here, to a certain extent. Cliques are being smashed up; there is some talk of a Bangkok Race Club; and as to the thousands of gambling "hells" in this city and suburbs—which led a friend of mine to speak of Bangkok as "the Monte Carlo of the Far East"—they have been reduced in numbers lately, though they are, it must be stated, still far too numerous. The *Tse-fo* lottery is in full swing here as also *fantan* and *po-tis* dens of iniquity. The strong Chinese element in Siam of course makes the total suppression of the vice and Celestial iniquities a practical impossibility.

And old resident of Hongkong,

MR. C. H. SCHMIDT,

left us a few days ago. He was at one time Manager of the Oriental Hotel here, but resigned on account of ill-health. On the eve of his departure he was right royally entertained at a banquet which owed its origin to Mr. Charles Heck, also an old Hongkong resident, of the Electric Light Co.'s Service, and Mr. Balfour of His Siamese Majesty's Navy. Plates for 25 were provided and a well-trained naval band, whose services were courteously granted for the occasion, discoursed music throughout the entire evening. Mr. Balfour proposed "our guest" in one of those after-dinner speeches which very few men know how to deliver. It was received with thunders of applause, "The guest" when he arose to reply, being greeted by an ovation. Speech followed speech in rapid succession, Messrs. Lawson, Smart and Heck being conspicuous as well for their verbosity as for the original ideas conveyed, until the time came for dancing and singing, which was carried on until early in the morning when "old Schmidt" was escorted on board by a score of as jolly good fellows as could be found in any part of the world, not excluding your so-called "island home"—your "Gib" of the Orient.

SUPPOSED MURDER OF A EUROPEAN IN SINGAPORE.

Two arrests have up to the present been made in connection with the supposed murder on the *Ban Whatt Hin*, but the police have been able to trace the alleged perpetrator of the deed and entertain hopes that they will speedily be able to bring him to justice. From further inquiries we learn that on the night of the 21st inst., the Chief Engineer, Mr. Robert Hannam, and the deceased were talking upon the after deck about nine o'clock when they heard a noise in the European galley. Upon this the second engineer remarked that he was going down to stop the row, and left the Chief Engineer, who shortly afterward heard a few high words and sounds as of blows. Then he heard the galley door shut. As the second engineer, Mr. Byrne, did not return, Mr. Hannam went in search of him, finding him in his cabin with his sleeping clothes on. Deceased told him that he had given a "licking" to one of the Malays with a cane because he had lifted a poker to him when he wanted to turn him out of the cooking house, and said "we will have peace for one night any way." Mr. Hannam then went up on deck and shortly afterwards fell asleep, until, about an hour afterwards, he thought he heard some one calling out the latter part of his name, as if from the water. He called for a rope, and seeing something about six or eight feet away, he put the rope over the stern of the ship. After that he saw nothing, or he would have jumped over board himself. But to go back again to where the Chief Engineer came on deck and fell asleep, it appears that about an hour afterwards a party of three Bengalis came on board, and they were rather surprised to see, when they got as far as the fore-hold, three Malays, with sticks, seated on the hatch, and one of them bleeding from beneath the right eye. On one of the Bengalis asking what was the matter he was told that the second egineer had flogged the secunny, or quarter-master, and that they intended to go for him as soon as he came out. The Bengalis then went forward into the forecastle and paid no further attention to the matter until they saw the second engineer, fully dressed and with a teral hat on, come out of his cabin, walk along the port side of the ship, and call a sampan to go ashore. At the same time the three Malays were seen to be sneaking down the other side of the ship round the far side of the house. Just then they heard a sound as of a heavy blow, followed by a cry of pain from the second engineer, and after another interval a splash as if something had fallen into the water. On going out they then saw a hat floating on the water, and a man, apparently one of the Malays, swimming in the water away from the ship. Suddenly he seemed to change his mind, and coming back to the ship he came on deck and went forward to fetch his baju. At this time another sampan came having on board two Malays from the *Sea Belle*, and a third whom they landed on the *Ban Whatt Hin*; and having landed him they were pushing off when the Chief Engineer awoke. Mr. Hannam saw the sampan going away with the four men, one of whom was the the alleged murderer. He then, as above stated, threw a rope over the side, and seeing nothing he went to the second engineer's cabin which he found to be empty and the door locked. Search for the body was made, but with no result, up to the present.

It is said, however, that the body of Mr. Byrne rose to the surface of the water for a moment close to the ship, when the propellor first moved on the vessel leaving the harbour last night on her usual voyage to the Coast ports. And this afternoon a report was brought to the Central Police Station that the body had been seen floating between two steamers in the Harbour, but up to the time of going to press nothing further had been heard.—*Singapore Free Press.*

EUROPE'S WAR CHIEFS.

GERMAN, FRENCH AND RUSSIAN CAPTAINS.

According to the latest war map of the German general staff—a map finished only a few weeks ago—Germany now has sixteen strategic railroad lines in order, for the instant despatch of armies to and beyond the French frontier. It has nineteen bridges over the Rhine, says the New York *Journal*, so that there need not be a moment's hesitation in pushing forward two or three large armies, as it pushed them on in 1870.

It has ten strategic railroad lines ready for sending troops into Russia, and is building four more with all possible speed.

It can send troops to thirteen different points in the Russian kingdom of Poland and the government of Wilna at once.

It has everything prepared, even to the smallest item of rolling stock, and it has what probably no other general staff in the world possesses, perfect plans for mobilizing two sets of troops at once, one to the north, the other to the east.

Should it succeed in undertaking this great double move, it would present the most magnificent and formidable military spectacle of modern times, and one upon which the whole world would gaze with eyes of wonder and with bated breath.

And who is to succeed to Von Moltke's place, to hurl the thunder-bolts which this patient Vulcan has forged? We find that it is another of those silent, grim, hard-working men of which the German soil is so prodigal, and one who has been little heard of outside of Germany until now.

After Gen. Von Waldersee had occupied the place for a time, and had been removed by the young Emperor's caprice (he is getting into favor again now) there was considerable surprise when Lieut.-Gen. Count Alfred Schlieffen, second, was named for the place. Yet no one could say that it was not a worthy appointment, for Schlieffen had long been identified with the general staff, and knows all Moltke's traditions. He is, as he says of himself, "a quiet, sedate man." When asked for his picture, he said he had had none taken in recent years, and let the matter rest there. He is a worker, not a parade general.

Schlieffen was born in 1833. He was the son of a landed proprietor in Bunzlau, and had neither great fortune nor extreme brilliance to recommend him. In 1854 he became an officer of Uhlans; from 1859 to 1861 he was in the war academy at Berlin. In 1854 he was in the topographical bureau of the general staff; in 1866 Rittmeister. By-and-by he became captain in general staff, and then military attache at Paris.

At the outbreak of the war of 1870 Schlieffen was a general staff officer of the Tenth Army Corps. During the campaign in France he entered the staff of the Grand Duke of Mecklenburg and aided in the operation of covering the Army of the Loire. He received the highest grade of the Iron Cross for his distinguished services.

We then see him successively in the general staff of the Fifteenth Army Corps at Strasburg, in '72 on the staff of the Guards, in '76 Lieutenant-Colonel and commander of the First Uhlanen of the Guard. He commanded this regiment until 1884, after which he became Chief of the Third Division in the general staff. In December, 1885, he was made a Major-General, and in 1889 the rank of Quartermaster-General was created, and he received it.

As commander of the First Uhlans of the Guard at Potsdam, General Schlieffen had long been on the best of terms with the present Emperor, and came naturally to his place after the retirement of Waldersee, and after General Von Wittich's chances had been seen to be null. The Berlin press thought that the Emperor would choose Von Wittich, the commander of the imperial headquarters, but he didn't.

Schlieffen stands in the place where Moltke stood. But where are Moltke's old warriors? Where are the Crown Prince, the Red Prince, Steinmetz and so many others of famous memory? Gone! and in their stead are men who have yet their campaigns to make.

With some exceptions. That brilliant military leader, the King of Saxony, who fought with such gallantry and success when he was Crown Prince in the Franco-German war of 1870, is still alive, and is justly considered one of the first generals of his time. He is not too old to fight as he fought at Gravelotte and Sedan. His brother, Field Marshal Prince George of Saxony, is another eminent soldier ready for new campaigns.

Then the illustrious Blumenthal, now past eighty, could scarcely be supposed to keep silence in case of war, and his advice would be precious. Blumenthal, the grand old commander of the "Third Army" in France in 1870, is universally recognized as one of the most distinguished strategists of modern times.

General Von Waldersee's talents and engaging personality signal for him a prominent part in case of war. Moltke called him his most brilliant pupil. He is one of those who cannot be kept down. It is said that he has been selected as one of the commanders to operate with the Italian forces in case of a joint movement of the allies against France.

His frankness in judging of some maneuvers commanded by the Emperor in Silesia last autumn is said to have seriously wounded young Wilhelm, but he appears to have maintained no resentment.

General Verdy du Vernois is an officer of excellent qualities, who rendered great service in the war of 1870, on the general staff. He has since been Minister of War, and would be certain to play a prominent part.

General Schwarzkoppen of Wortemburg is understood to possess great talent. General Von Kaltencorn-Stachau, the present Minister of War, has had a splendid career, rising in less than sixteen years to be a commanding general. General Lewinski was famous in 1870, and is as fresh as he was then. Generals Von Albedyll, Bronsart Von Schillendorf, Von Haenisch and Von Meerscheidt-Hullessem, a favorite of the old Emperor, would give good account of themselves. General Leutze, the only commanding general in the army who is not a nobleman, is very popular and highly esteemed.

Prince Alexander of Prussia is an infantry general of distinction. He is the elder of the Hohenzollern Emperor. Despite his advanced age, he would doubtless be very prominent in case of war.

In the French armies the staff or etat-major is divided into three branches—the staff service, the general staff and the army staff.

Since 1870 the grand general staff has been elaborating plans of campaign, but so perfect has been the secrecy concerning them that no one knows, outside of a certain military circle, whether they are bad or good. In 1890 M. de Freycinet, the present Minister of War, greatly enlarged the functions of the general staff, giving the chief more power of initiative than he ever had before.

General Saussier is sixty-two years of age, although he has the complexion and gait of a schoolboy. He is within two years of the limit of age, but is still vigorous enough in body and mind to act as commander-in-chief of the principal group of armies, which would consist of the troops first mobilized. He has had wide experience in campaigning in the Crimea in 1870, and in the siege of 1871. If the war comes before 1892, he will be one of the most active figures in it.

Directly under General Saussier in the Council of War, are the following Division Generals, several of whom are already known to fame: General Marquis de Gallifet, General de Miribel, General Duke of Auerstadt, General Billot, member of the Senate; General Berger, Military Governor of Lyons; General Thomassen and General Galland. Of these two are worthy of special mention.

General de Miribel, the commander of the Sixth Army Corps, is one of the most vital and imposing figures in the new French army. He has been selected by general acclamation to second General Saussier with the title of Major-General. At the grand military manœuvres this year he was seen in action, moving two armies, which were composed of the Fifth, Sixth, Seventh and Eighth Corps, commanded by General Davout, Duc d'Auerstadt and General Gallifet.

As these men were grouped in the mimic war of the maneuvers, so they will be grouped on the field of actual warfare. Generals de Miribel and Gallifet are both men of great daring and wide experience in actual campaigning. Miribel served in Mexico, was honorably connected with the war of 1870 and the great siege, is a rigid disciplinarian, and an enthusiastic believer in the universal military service now the rule in France.

General de Gallifet has been in the army since 1848. As commander of the Third Chasseurs d'Afrique he took part with the Army of the Rhine in the Franco-German war, and came out of it with the rank of general of brigade.

When Paris and Versailles were at war in 1871, Gallifet was one of the most energetic of the subduers of the Commune and his cruelty in punishing the prisoners was severely criticised.

General de Gallifet is one of the first cavalry officers in Europe. He is a handsome man, of elegant manners and large fortune. In Africa he has made several important campaigns, and has been a division general since 1875.

Many of the generals commanding army corps have seen long service in Algeria, and are accustomed to active campaigning. In this respect they are superior to the younger generals of the German army. Some of them, like General de Negrier, have been in Tonquin for years.

Russia has to-day many generals who have achieved fame within the last fifteen years, and several of them are open in their expression of enmity to Germany.

The present Minister of War, General Vaunovski, is an able and adroit tactician. A good many of the men who shone so brightly in the difficult time of the war with Turkey in 1878 are dead; the Grand Duke Nicholas is incurably ill; the fiery and impetuous Skobeleff is gone for ever.

But men like Gourko, Dragomiroff and Ignatieff are still alive and likely to play prominent parts in a general war. The last-named would be especially useful if Russia should decide to pursue her march towards Constantinople, while keeping Austria and Germany well occupied in other directions.

General Ignatieff is now in his fifty-eighth year. His performances have been more distinctly diplomatic than military, and would be so in future, but none the less important for that.

Ignatieff smooths the paths for his hardier brethren of the sword, and then comes after them to reap the results. It is not every army which can boast of diplomatic generals. As ambassador at Constantinople he was a power in the eyes of all Europe.

General Count Joseph Vassilyevich Gourko, one of the most distinguished of Russian commanders, was born in 1828. In 1867 the Emperor made him a Major-General, and placed him in his suite. Gourko did not attract much attention in the Crimea, but his magnificent career in the Russo-Turkish war made him world-famous.

At Timovo and Shipka he won laurels, and the courageous passage of the Balkans by Gourko and his army in the dead of winter has not been excelled since Napoleon forced his way over the Alps. General Gourko has latterly had some trouble in consequence of his administration in Poland, but will certainly be called to the front in the coming war.

Of General Dragomiroff the world heard a good deal during the campaign of 1877. He is an energetic and capable commander, full of expedients, quick at meeting and crushing danger, wily and accomplished. He would be prominent in a new campaign. In the Imperial Guard there are several brilliant Generals who were more or less distinguished in Turkey.

Gen. Loris Melikoff, the victor of Ardahan and Kars, and of so many campaigns in the Caucasus, is also certain to be marked for a prominent place. The Grand Duke Michael, whose second Melikoff was in the Caucasus, is himself no mean General.

Finally, Russia has a host of brave young officers, burning for a chance to distinguish themselves, among whom, however, there is no such genius as the lamented Skobeleff.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites, is especially adapted to all conditions where the tissues are wasting away from inability to digest and assimilate ordinary food. The combined virtues of the Cod Liver Oil and Hypophosphites produce a marked effect in such cases. They restore the wasted tissues, create an appetite, make new blood, heal the inflammation of the throat and lungs, and increase the flesh. In short they form the finest combined food and medicine that can be given the invalid. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.—[*Advt.*

Intimations.

CARPETS. CARPETS. CARPETS. CARPETS.

RUGS TO MATCH.

MODERATE PRICES. HONGKONG TRADING Co LIMD MODERATE PRICES.

100 DESIGNS TO CHOOSE FROM.

!! FOR EIGHT DAYS ONLY. !!

KUHN & CO.'S

ANNUAL CHRISTMAS SHOW,

WHICH INCLUDES

A NEWLY arrived consignment from Paris of WATCHES, DIAMOND RINGS, BRACELETS, BROOCHES, EAR-RINGS, STUDS, SLEEVE-BUTTONS, and other high-class JEWELLERY, in all the latest fashions and of the first quality.

This is the Finest and Largest Collection ever exhibited in the Far East, and the whole will be sold at MANUFACTURERS' PRICES.

An inspection is respectfully invited.

Hongkong, 24th October, 1891. [1357

To-day's Advertisements.

VICTORIA CHAPTER, No. 525.

A REGULAR CONVOCATION of the above Chapter, will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 31st instant, at 8.30 for 9 o'clock precisely.

Hongkong, 31st October, 1891. [1354

"UNION" LINE OF STEAMERS.

FOR SHANGHAI.

THE Steamship

"PORT FAIRY,"

Captain Starkey, will be despatched as above TO-MORROW, the 1st proximo, at Daylight.

For Freight or Passage, apply to

DODWELL, CARLILL & Co., Agents.

Hongkong, 31st October, 1891. [1362

DOUGLAS STEAM-SHIP COMPANY, LIMITED.

FOR SWATOW, AMOY, AND FOOCHOW.

THE Company's Steamship

"HAITAN,"

Captain Ashton, will be despatched for the above Ports on TUESDAY, the 3rd November, at 11 a.m.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & Co., General Managers.

Hongkong, 31st Octobber, 1891. [1381

NOTICE.

DURING the Winter Season, commencing 1st November, the BAR DEPARTMENT only of the PEAK HOTEL will be OPEN for BUSINESS.

W. THOMAS, Manager.

Hongkong, 31st October, 1891. [1382

MIIKE COAL MINING COMPANY,

(LARGEST COLLIERIES IN JAPAN).

THE Undersigned are always prepared to supply with MIIKE COAL in bunkers of the Steamers coming in any place in the harbour at short notice. FRESH COAL always on hand and therefore quality guaranteed.

Contract for supplies for six months or longer can be arranged, and for prices and terms Apply to

MITSUI BUSSAN KAISHIA, Sole Agents.

Tel. Add.—"*Mitsui*," *Hongkong.*

Hongkong, 31st October, 1891. [1192

SPECIAL NOTICE.

THE "HONGKONG TELEGRAPH" will be on sale at the Hongkong and Victoria Hotels, opposite the Hongkong Club, and at Pedder's Wharf, EVERY EVENING from 5.30 to 7.30 o'clock.

PRICE TEN CENTS.

Copies ordered from the Office will be charged the usual rate—25 cents.

Advertisers are reminded that the *Hongkong Telegraph* has by far the largest circulation of any English newspaper published in the Far East. THIS IS GUARANTEED. Terms on application.

Hongkong, 14th October, 1891.

NOTICE.

ALL persons having claims against, or who are indebted to the Estate of the late WILFRED CHRISTY, formerly of Amoy, China, are requested to furnish the Undersigned with particulars thereof without delay.

FRANCIS CASS.

Amoy, 20th October, 1891. [1343

Notices of Firms.

THE MERCHANTS' MARINE INSURANCE COMPANY, LIMITED.

THE Undersigned have This Day been appointed AGENTS of the above Company at this port.

THE STRAITS INSURANCE Co., LD., ROBT. BAIRD, Agent.

Hongkong, 22nd October, 1891. [1351

NOTICE.

WE have this day established a BRANCH of our Firm in Amoy, and have authorized Mr. FRANCIS CASS to sign as Agent.

DOUGLAS LAPRAIK & Co.

Hongkong, 10th October, 1891. [1299

Intimations.

A. S. WATSON & CO., LIMITED.

AN INTERIM DIVIDEND on account of 1891 at the Rate of Seventy Cents per Ten Dollar Share (or 7 per cent. on the Capital of the Company) will be PAYABLE at the Hongkong and Shanghai Bank on and after the 5th proximo, on Warrants to be obtained from the Undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants, as the same are only posted to addresses outside of the Colony.

The REGISTER of SHARES will be CLOSED from Monday, the 2nd proximo, till Saturday, the 7th proximo, both days inclusive, during which period no Transfer of Shares can be Registered.

By Order,

A. H. MANCELL, Secretary.

Hongkong, 23rd October, 1891. [1353

A. S. WATSON & CO., LIMITED.

TO AERATED WATER MANUFACTURERS AND OTHERS.

NOTICE is hereby given that all AERATED WATER BOTTLES and SYPHONS bearing the Company's Name and Trade Mark are its property solely, and that any Manufacturer using the same or any Person or Persons other than the Customers of the Firm found in possession of the same will be proceeded against as the law directs.

A. H. MANCELL, Secretary.

Hongkong, 18th August, 1891. [1122

VICTORIA RECREATION CLUB.

NOTICE.

IT is proposed to hold a SCRATCH FOUR RACES about the 14th November, to enable Strokes to pick their crews for the REGATTA.

CONDITION.

1—Entrance Fee $1 per man.
2—Course not more than 1 Mile.
3—Strokes to be appointed by ballot.
4—Strokes to pick their crews from the list of names.

Entries CLOSE on SATURDAY, the 31st instant, at 5 p.m. when crews will be picked.

Will those wishing to row put down their names.

E. D. SANDERS, Hon. Sec.

Hongkong, 27th October, 1891. [1368

BOARD AND LODGING.

VACANCIES for GENTLEMEN BOARDERS, at 79, Wyndham Street. Apply to

MRS. SWANSTON.

Hongkong, 10th September, 1891. [1209

YUNG CHUNG & Co. (興順海上), from Shanghai, are prepared to undertake CONTRACTS and JOBS for PAINTING, POLISHING, DECORATING and all descriptions of ORNAMENTAL WORK in Houses, also for making CABINETS and FRENCH POLISHING FURNITURE, and solicit the kind patronage of the Public. All Orders will be promptly, faithfully and satisfactorily executed. Best Materials and Superior First-class Workmanship in neat and best style guaranteed.

No. 15, Wellington Street.

Hongkong, 1st October, 1891. [1269

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Wainscoting, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials from living authorities.

Sold in casks of about 450 lbs. net, Price 8 cents per lb.

For further particulars, apply to

SCHEELE & Co., Sole Agents, No. 16, Stanley Street.

Hongkong, 2nd December, 1880. [44

FIVE HUNDRED DOLLARS REWARD.

A REWARD of $500 will be paid to any person supplying information that will lead to the discovery and identification of a Chinese girl named LI AFAT, who, in or about the month of September, 1888, was resident at St. Francis Street, Wanchai, in the house of JOHN MINHINNETT, an overseer in the Hongkong Public Works Department, under the protection of a Chinese kept woman named WONG AH NGAN.

LI AFAT is about 10 years of age, and according to a declaration made by WONG AH NGAN at the Magistracy, she was returned to her mother about three years ago—presumably to some village in the Kwangtung Province, where it is stated she died a short time afterwards.

On the other hand JOHN MINHINNETT deposed on oath in the Supreme Court that LI AFAT was sold by WONG AH NGAN and that he was present in his own house when the purchase money was paid; and it has since been reported that the girl was taken to Singapore for immoral purposes.

A Reward of $250 will be paid to any person who shall produce reliable evidence, showing that LI AFAT was returned to her mother, in or about September, 1888, and afterwards died as alleged.

Apply to

THE EDITOR, *The Hongkong Telegraph.*

Hongkong, 29th August, 1891. [1169

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS, NAUTICAL INSTRUMENTS, CHARTS and BOOKS.

No. 48, Queen's Road Central. [885

Commercial.

THE WEEK'S SHARE BUSINESS.

Hongkong, October 31st.

Since we last wrote, the October settlements have passed off most satisfactorily, of course, making allowance for the admittedly all-round unprecedentedly depressing state of affairs existing in commercial circles. The share business during the week has been almost entirely confined to a cash basis, and consequently very little has been done. Although the tendency of our leading stocks is still on the downward track, there are indications, according to leading operators whose opinions are always valuable, that the bottom has nearly been reached and that a boom may safely be looked for in the near future. We trust such may be the case, but we can find no indications to warrant any confident prediction in that direction, as general business is radically unsound in the colony, and unfortunately—future prospects are the reverse of encouraging.

During the week Bank shares have changed hands at 158 per cent. premium for cash, also at 160 for December and 162 for January, the stock closing steady, with cash buyers at 158. The Bank of China, Japan and the Straits' scrip has been done at 14 for cash, (old and new) and 13½ for December. There are now sellers for cash at 13½, *cum* all. In the National Bank of China's shares there are buyers of Founders' at 8230 and of ordinary scrip (50/- paid up) at 55 per cent. discount.

In China Traders some sales have been booked at 62, and there are now sellers at 61. Cantons have found buyers at 105 and continue in strong demand at that figure. With the exception of a few transfers of Yangtszes at 100, nothing else in Marine Insurances has been reported.

In Fire Insurances not a blow has been struck since our last report. Hongkongs are freely offering at 315 and Chinas at 87.

There has been a good deal of talk during the week about Steamboats, but we have been able to verify only a very insignificant amount of legitimate business. Small sales of this stock have been made at 35 for cash and 36 for December, but there are sellers at these rates, and what looks remarkably like an attempted "boom" in Steamboats hasn't come off. Chinas and Manilas are at present out of favor at 53, but there are buyers at 50 to a considerable extent. Indo-Chinas are hardly so firm as when we last wrote; shares are offering at 28 per cent. discount, but buyers stick fast at 30, and consequently nothing has been done. The Douglas Co.'s parchment continues weak at 36 per share.

Docks have steadily declined since our last report, and are now offering at 74 per cent. premium, shares having been negotiated at that rate for cash. We gave our readers a rather strong indication some weeks ago that Docks would most probably find a lower level in the quotation list, and our prediction—as invariably has been the case for many years past in Share matters—has proved absolutely accurate; but we are bound to admit that we are not acquainted with any tangible reason why the rate is lower to-day than it was a month ago.

Fenwick & Co.'s shares have been dabbled in at 14, and are in strong demand at that figure. This is the cheapest scrip in the market at the present time, and when the management is altered—Fenwick & Co.'s Consulting Committee are—what?—, and business men take the places now filled by twaddling old women, there will be some prospect of the confiding shareholders reaping the benefit of their, so far, misplaced confidence. As Fenwick & Co., Limited will form the subject of a special editorial in the *Hongkong Telegraph* during the ensuing week, it is unnecessary to deal further with the Company to-day.

Punjoms, if not exactly dead, are nearly so. And they still remain the mystery of the Hongkong Share Market. Business has been done at 2½ and 2¼, and at the latter rate shares are on offer. Punjoms are worth $25 a share—or they are worthless. Raubs have been placed at 50 cents, and the stock is decidedly out of favor at any price. Imuris scrip has been dealt in at 88, and there are further buyers. We are sorry for the buyers, if they belong to the legitimate order. This is the one Company with shares on our market about whose *bona fides* a grave doubt exists; until that doubt has been removed, too much prudence cannot be exercised by those financially interested.

Charbonnages have attracted considerable attention of late. Sales have been booked at 310 for cash, 315 for November, and 320 for December, and shares are offering at all these rates. The history and prospects of this most disappointing of local Companies will shortly be critically dealt with.

China Sugars, after transfers at 169 and 169½, are now in demand at 177. Luzons are injured after at 58.

A. S. Watson & Co.'s scrip continues in great request at 20, but no shares are on the market at that rate.

Land Investments have been done at 74, but just now there is no inquiry after this stock, and it is decidedly out of favor. The Wharf and Godown Co.'s parchment has been made the medium of investment at 65, 64½, and 64, and is out of favor at the last named quotation. Ropes have changed hands at 99 and are now wanted at 100.

In other stocks there is nothing to report calling for special comment.

LATEST QUOTATIONS.

Hongkong and Shanghai Bank,—158 per cent. prem., buyers.
The National Bank of China, Ld.—on £2.10 paid up,—55 per cent. dis, buyers.
The National Bank of China, Ld.—Founders' shares, $225 per share, sales and buyers.
The Bank of China, Japan & the Straits, Ld.—$13½ per share, sellers.
The Bank of China, Japan & the Straits Ld.—Founders' shares, £135 per share, sellers.
Chinese Imperial Loan of 1884 B—2½ per cent. premium, sellers.
Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—14 per cent. premium.
Union Insurance Society of Canton—$93 per share, nominal.
China Traders' Insurance Company—$62 per share, sellers.
North China Insurance—Tls. 255 per share, sellers.
Canton Insurance Company, Limited—$105 per share, buyers.
Yangtsze Insurance Association—$95, buyers.
On Tai Insurance Company, Limited—Tls. 150 per share.
Hongkong Fire Insurance Company—$312½ per share, buyers.
China Fire Insurance Company—$87 per share, sellers.
Hongkong, Canton, and Macao Steamboat Co.—$35 per share, sales and sellers.
China and Manila Steam Ship Company—$5 per share, sellers.
Indo-China Steam Navigation Company, Limited—27½ per cent. discount, sellers.
Douglas Steamship Company—$37 per share, sellers.
The Steam Launch Co., Limited—nominal.
Hongkong and Whampoa Dock Company—$76 per cent. premium, sales.
Geo. Fenwick & Co., Limited—$15 per share, sellers.
Hongkong Hotel Company—$60 per share, sellers.
Hongkong Hotel Co.'s Six per-cent. Debentures—$501.
The Austin Arms Hotel and Building Company, Limited—$10 per share, sellers.
The Peak Hotel and Trading Co., Limited—$3 per share, sellers.
The Shameen Hotel Co., Limited—$10, sellers.
Punjom and Sunghie Dua Samantan Mining Co.—$2½ per share, buyers.
The Raub Gold Mining Co., Limited—$0.55 per share, sellers.
Imuris Mining Co., Limited—$7⅞ per share, sellers.
The Balmoral Gold Mining Co., Limited—$1 per share, sales and sellers.
Tonquin Coal Mining Co.—$310 per share, sales and buyers.
The Jelebu Mining and Trading Co., Limited—$5 per share, sellers.
The Selama Tin Mining Co., Limited—40 cents per share, sellers.
London and Pacific Petroleum Co., Ld.—£12, sellers.
China Sugar Refining Company, Limited—$177 per share, sellers.
Luzon Sugar Refining Company, Limited—$57 per share, buyers.
A. S. Watson & Co., Limited—$20 per share, buyers.
Cruickshank & Co., Limited—nominal.
Hongkong Dairy Farm Co., Limited—$7 per share, sellers.
The Kowloon Land Investment Co., Limited—$12 per share, sellers.
The Hongkong Land Investment Co., Limited—$73 per share, buyers.
The West Point Buildings Co., Limited—$26 per share, sellers.
The Labuk Planting Co., Limited—$9 per share, sellers.
The China-Borneo Co., Limited—$10 per share, sellers.
H. G. Brown & Co., Limited—$46 per share, sellers.
Hongkong and Kowloon Wharf and Godown Company—$66 per share, sellers.
Hongkong Rope Manufacturing Company, Limited—$98 per share, buyers.
Hongkong Gas Company—$120 per share, nominal.
Hongkong Ice Company—$82 per share, sellers.
Hongkong and China Bakery Company, Limited—$75 per share.
The Hongkong Brick and Cement Co., Limited,—$10 per share, nominal.
The Green Island Cement Co.—$14 per share, sellers.
The Hongkong Electric Light Co., Limited—$43 per share, buyers.
The Hongkong Steam Laundry Co., Limited—$25 per share, nominal.
The Hongkong High-Level Tramway Co., Limited—$55 per share, sellers.

EXCHANGE.

On London—Bank, T. T.	3/1½
Bank Bills, on demand	3/1⅝
Bank Bills, at 4 months' sight	3/1⅝
Credits at 4 months' sight	3/2
Documentary Bills, at 4 months' sight	3/2⅛
On Paris—	
Bank, Bills, on demand	3.92
Credits, at 4 months' sight	4.01
On India, T. T.	221½
On Demand	221½
On Shanghai—	
Bank, T. T.	72½
Private, 30 days' sight	72½

MAILS EXPECTED.

THE AMERICAN MAIL.

The O. & O. S. S. Co.'s steamer *Belgic*, with the next American mail, left Yokohama on the 30th instant, and may be expected here on the 4th proximo.

THE INDIAN MAIL.

The steamer *Lightning*, from Calcutta, left Singapore on the 27th instant, and is due here on the 2nd proximo.

THE CANADIAN MAIL.

The Canadian Pacific Steamship Co.'s steamer *Empress of India* left Vancouver on the 25th instant for Japan, Shanghai and Hongkong.

STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Bombay* left London for this port on the 4th instant.

The China Shippers' Mutual S. N. Co.'s steamer *Pingsuey*, from London and Liverpool, passed the Canal on the 23rd instant, and may be considered due at Singapore on or about the 11th proximo.

The P. & O. S. N. Co.'s steamer *Venetia* left Bombay on the 28th instant, and may be expected here on the 14th proximo.

HONGKONG TEMPERATURE.

(From Messrs. Geo. Falconer & Co.'s Register, To-day.

Barometer—9 a.m.	30.18
Barometer—1 p.m.	30.18
Barometer—4 p.m.	...
Thermometer—9 a.m.	...
Thermometer—1 p.m.	74
Thermometer—4 p.m.	76
Thermometer—9 a.m. (Wet bulb)	...
Thermometer—1 p.m. (do)	69
Thermometer—4 p.m. (do)	70
Thermometer—Maximum	...
Thermometer—Minimum (over night)	74
	71

CHINA COAST METEOROLOGICAL REGISTER.

30th October, 1891.—At 4 p.m.

STATION.	Barometer red. to mid. level 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock		...	...	...	...	...	...
Tokio	29.96	...	...	N	3	...	...
Nagasaki		...	...	...	...	...	...
Shanghai	30.00	66	73	NW	1	0	...
Foochow	30.13	78	85	NE	1	0	...
Amoy	30.07	80	86	ENE	1	c	...
Asping	29.97	83	...	NW	1	c	...
Swatow		76	...	...	0	0	...
Hongkong	30.03	73	70	N	1	c	...
Victoria Peak		...	...	NE	1	...	...
Canton	30.07	78	61	N	1	0	...
Macao	30.07	74	78	NNW	1	c	...
Holhow	30.08	70	...	ENE	1	c	...
Haiphong	30.12	82	61	...	0	c	...
Bolinao	29.99	86	78	E	1	b	...
Manila	29.88	87	60	NE	1	cm	...
Cape St. James		...	...	SE	4	or	...

31st October, 1891.—At 10 a.m.

STATION.	Barometer red. to mid. level 32° Fah.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock		...	...	...	...	...	...
Tokio		...	...	...	...	...	...
Nagasaki		...	...	...	...	...	...
Shanghai		...	...	...	...	...	...
Foochow		...	...	...	...	...	...
Amoy	30.18	73	86	NE	1	c	...
Asping		...	...	...	...	...	...
Swatow		...	...	...	...	...	...
Hongkong	30.21	76	71	N	1	0	...
Victoria Peak		...	...	NE	1	...	...
Canton	30.22	76	53	N	1	0	...
Macao	30.22	75	70	N	1	c	...
Holhow		...	...	...	...	...	...
Haiphong		...	...	...	...	...	...
Bolinao	30.03	85	64	SE	1	b	...
Manila		...	...	...	0	...	...
Cape St. James		...	...	NE	4	or	...

The barometer is rising. Gradients are rather steep for north winds. Weather cloudy, cool and dry. (Issued at 10.45 a.m.)

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather, *b* Blue sky, *c* Detached clouds, *d* Drizzling rain, *f* Fog, *g* Gloomy, *h* Hail, *l* Lightning, *o* Overcast, *q* Passing showers, *r* Squally, *s* Rain, *t* Snow, *th* Thunder, *v* Visibility, *w* Dew wet). 7—Rain in inches, tenths and hundredths.

W. DOSSETT.

Hongkong Observatory, 31st October, 1891.

Shipping.

ARRIVALS.

DECIMA, German steamer, 965, C. Christensen, 31st October,—Saigon 26th Oct., General.—Geo. R. Stevens & Co.

LANCELOT, British steamer, 1,564, J. Thomas, 31st Oct.,—Probolingo 21st Oct., Sugar.—Jardine, Matheson & Co.

CHING-PING, Chinese steamer, 525, H. Crowle, 31st October,—Canton 31st Oct., General.—C. E. and M. Co.

CANTON, British steamer, 1,110, T. Sellar, 31st Oct.,—Shanghai 27th Oct., and Swatow 30th, General.—Jardine, Matheson & Co.

MEEFOO, Chinese steamer, 1,338, W. H. Lunt, 31st Oct.,—Canton 31st Oct., General.—C. M. S. N. Co.

TAIWAN, British steamer, 1,109, O. Anderson, 31st Oct.,—Canton 31st Oct., General.—Butterfield & Swire.

THIBET, British steamer, 1,665, L. M. Wibmer, 31st Oct.,—Singapore 25th Oct., General.—P. & O. S. N. Co.

CLEARANCES AT THE HARBOUR OFFICE.

Amoy, German steamer, for Shanghai.
Hailoong, British steamer, for Swatow, &c.
Clara, German steamer, for Haiphong.
Ching-ping, Chinese steamer, for Shanghai.
China, American steamer, for Yokohama, &c.
Woosung, British steamer, for Shanghai.
Taiwan, British steamer, for Shanghai.
Pakshan, British steamer, for Swatow.
Kutsang, British steamer, for Singapore, &c.
Port Fairy, British steamer, for Swatow.
Mitke Maru, Japanese str., for Singapore, &c.
Bellerophon, British steamer, for Singapore, &c.
Mongkut, British steamer, for Bangkok.

DEPARTURES.

October 30, *Chusan*, German str., for Canton.
October 31, *Dorothy*, British bark, for Manila.
October 31, *Pakling*, British str., for Shanghai.
October 31, *General Werder*, German str., for Yokohama, &c.
October 31, *China*, American steamer, for Yokohama, &c.
October 31, *Sachsen*, German str., for Shanghai.
October 31, *Tongshan*, British str., for Swatow.
October 31, *Woosung*, British steamer, for Shanghai.
October 31, *Kutsang*, British steamer, for Singapore, &c.
October 31, *Amoy*, German str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Decima*, str., from Saigon.—171 Chinese.
Per *Canton*, str., from Shanghai, &c.—Messrs. W. L. Dennys, G. R. Agassi, Collings, Lieut. E. Grant, and 50 Chinese.
Per *Thibet*, str., from Singapore.—167 Chinese.

DEPARTED.

Per *Guthrie*, str., for Timor.—Mr. and Mrs. V. J. dos Remedios, Major Raphael das Dores, Capt. F. F. Maher, Messrs. L. Cardoso, F. Rosa, G. Sage, Ensign A. E. da Silva, and Sergeant J. da S. Pedruco. For Sydney.—Miss Roberts, Messrs. E. F. Smyth, R. Kennard, and E. Shephard.
Per *China*, str., for Yokohama.—Mrs. Livingston, Miss Cameron, Miss Bartlett, Master Johnson, Messrs. C. H. Johnson, J. B. Coulton, P. S. Lalcaca, E. B. Shepherd, 3 Europeans, 1 Japanese and 1 Chinese. For San Francisco.—Mr. and Mrs. W. H. Forbes, Messrs. R. Thomson, T. B. Cunningham, 1 European and 3 Chinese.
Per *Amoy*, str., for Shanghai.—10 Chinese.
Per *Kutsang*, str., for Singapore, &c.—3 Europeans and 555 Chinese.

TO DEPART.

Per *Hailoong*, str., for Swatow, &c.—100 Chinese.
Per *Clara*, str., for Haiphong.—30 Chinese.
Per *Ching-ping*, str., for Shanghai.—4 Chinese.
Per *Pakshan*, str., for Swatow.—100 Chinese.
Per *Mitke Maru*, str., for Singapore, &c.—448 Chinese.
Per *Mongkut*, str., for Bangkok.—10 Chinese.
Per *Bellerophon*, str., for Singapore, &c.—246 Chinese.

REPORTS.

The German steamship *Decima* reports that she left Saigon on the 26th instant. Had fine weather.

The British steamship *Canton* reports that she left Shanghai on the 27th instant, and Swatow on the 30th. Had moderate to fresh monsoon and fine weather.

The British steamship *Lancelot* reports that she left Probolingo on the 21st instant. From Probolingo to lat. 18 north and long. 118 east, had light winds and fine weather; thence to port had strong north-east winds with beam sea.

Post Office.

A MAIL WILL CLOSE.

For Bangkok.—Per *Mongkut* to-morrow, the 1st Nov., at 9.00 A.M.

For Amoy and Manila.—Per *N. S. de Loreto* on Monday, the 2nd Nov., at 2.30 P.M.

For Amoy and Manila.—Per *Diamante* on Monday, the 2nd Nov., at 4.30 P.M.

For Holhow and Haiphong.—Per *Dilla* on Monday, the 2nd Nov., at 5.00 P.M.

For Swatow, Amoy, & Foochow.—Per *Hailan* on Tuesday, the 3rd Nov., at 10.30 A.M.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, and Melbourne.—Per *Changsha* on Tuesday, the 3rd Nov., at 2.30 P.M.

For Europe, &c., Australia, India, *via* Madras, and Mauritius.—Per *Caledonien* on Wednesday, the 4th Nov., at 11.00 A.M.

For Straits and Bombay.—Per *Bormida* on Saturday, the 7th Nov., at 11.30 A.M.

For Shanghai, Kobe, Yokohama, Victoria, and Vancouver, B.C.—Per *Empress of China* on Tuesday, the 10th Nov., at 11.30 A.M.

For Europe, &c., India *via* Bombay.—Per *Ravenna* on Thursday, the 12th Nov., at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

BELLEROPHON, British steamer, 1,380, Rorison, 28th Oct.,—Shanghai 22nd October, and Amoy 27th, General.—Butterfield & Swire.

BORMIDA, Italian steamer, 1,499, F. Susini, 29th Oct.,—Bombay 9th Oct., and Singapore 22nd, General.—Carlowitz & Co.

CHANGSHA, British steamer, 1,463, J. E. Williams, 29th Oct.,—Shanghai 24th Oct. and Swatow 28th, General.—Butterfield & Swire.

CLARA, German steamer, 675, H. Ipland, 29th Oct.,—Haiphong 26th October, and Hoihow 28th, Rice and Straw.—A. R. Marty.

COSMOPOLIT, German steamer, 551, W. T. Schaefer, 27th October,—Touron 24th Oct., General.—Wieler & Co.

DELTA, French steamer, 717, Cabonfigue, 29th Oct.,—Haiphong 27th October, General.—Messageries Maritimes.

DIAMANTE, British steamer, 514, J. C. Gerard, 29th Oct.,—Manila 26th Oct., General.—Shewan & Co.

EDENDALE, British steamer, 1,566, R. Humphrey, 15th October,—Kutchinotsu 9th October, Coals.—Mitsui Bussan Kaishia.

EMPRESS OF CHINA, British steamer, 3,003, Alex. Tillett, 28th Oct.,—Vancouver 4th Oct., and Shanghai 25th, General.—Dodwell, Carlill & Co.

FAME, British steamer, 117, Lieut. Wm. G. Comley, R.N.R.—Hongkong Government tender.

HAILOONG, British steamer, 783, J. Roach, 30th Oct.,—Tamsui 26th October, Amoy 28th, and Swatow 29th, General.—Douglas Lapraik & Co.

HIKE MARU, Japanese steamer, 2,053, J. B. Macmillan, 23rd Oct.,—Moji (Japan), 19th Oct., General.—Geo. R. Stevens & Co.

MONGKUT, British steamer, 859, Geo. Anderson, 25th Oct.,—Bangkok 16th Oct., and Kohsi-chang 18th, Rice and Wood.—Yuen Fat Hong.

N. S. DE LORETO, Spanish steamer, 536, C. Luzarraga, 30th Oct.,—Iloilo 26th October, Sapanwood.—Bun Moh.

PAKSHAN, British steamer, 835, T. Hamlin, 28th Oct.,—Bangkok 21st October, Rice and General.—Hop Hing Hong.

PARTHIA, British steamer, 2,035, Jno. Panton, R.N.R., 11th Sept.,—Vancouver 20th Aug., Yokohama 4th Sept., and Shanghai 9th, General.—Dodwell, Carlill & Co.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

PORT FAIRY, British steamer, 3,500, Starkey, 30th October,—Hamburg 9th Oct., General.—Dodwell, Carlill & Co.

VERONA, British steamer, 1,876, F. H. Seymour, 26th Oct.,—Yokohama 17th Oct., Mails and General.—P. & O. S. N. Co.

VORWAERTS, German steamer, 612, L. L. Möller, 29th Oct.,—Iloilo 25th October, Wood.—Wieler & Co.

SAILING VESSELS.

A. H. SMITH, American ship, 1,452, Chas. S. Kendall, 12th Sept.,—New York 21st May, Kerosene Oil.—Hewett & Co.

CHARLES S. WHITING, British ship, 1,651, J. W. Carey, 11th October,—Shanghai 1st Oct., General.—Reuter, Brockelmann & Co.

EMMA P. CROWELL, American bark, 1,086, A. S. Pendleton, 29th Sept.,—Shanghai 19th September, Ballast.—Shewan & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

LOTHAIR, Italian sch., 791, A. Shiafapu, 25th Oct.,—Callao 13th August, Ballast.—Gonsalves & Co.

MARIA, Spanish schooner, 51, Francisco Oloneo, 9th July,—Manila 18th June, Ballast.—Master.

NAM-SHUN-SHING, Chinese 3-m. schooner, 245, Loo Light Tong, 25th Sept.,—Touron 8th Sept., Wood.—Yong Kee.

N. PENDLETON, American ship, 1,385, J. N. Pendleton, 23rd August,—New York 19th April, Kerosene Oil.—Shewan & Co.

RIVER STEAMERS.

Fatshan, British steamer, 2,260, W. J. Risby.—Hongkong, Canton, & Macao Steamboat Co.
Hankow, British steamer, 2,235, Lloyd.—Butterfield & Swire.
Heungshan, British steamer, 1,055, Brock.—Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, G. B. Lefavour.—Hongkong, Canton, & Macao Steamboat Co.
Kiang-ping, Chinese steamer, 360, Holmes.—China Merchants S. N. Co.
Kiu-kiang, British steamer, 617, W. E. Clarke.—Hongkong, Canton, & Macao Steam-boat Co.
Kiang-chow, British steamer, 288, T. A. Webster.—Hongkong, Canton, & Macao Steamboat Co.
Kiang-kwan, Chinese steamer, 1,020, Knights.—C. M. S. N. Co.
Pasig, Chinese steamer, 284, J. W. Stavers.—Tok Kee.
Powan, British steamer, 1,800, S. W. Goggin.—Hongkong, Canton, & Macao Steamboat Co.
Tai-on, British steamer, 728, Golelouski.—Chinese.
White Cloud, British steamer, 527, A. Cruickshank.—Hongkong, Canton, and Macao Steamboat Co.

Intimations.

TO BEWARE OF COUNTERFEITING

ORIZA-POWDER

Rice Flower



MATCHLESS FRESHNESS AND PERFUME

L. LEGRAND'S

ORIZA PERFUMERY

Inventor of the GENUINE and accredited preparation ORIZA-OIL

11, Place de la Madeleine, Paris

TO BE HAD OF ALL TRUSTWORTHY FIRMS

4

DOCTOR CLERTAN'S SANDAL PEARLS



SANDAL PEARLS

which are highly approved by the parisian Academy of Medicine, contain the pure essence of Sandal, enclosed in a thin transparent gelatine envelope which is perfectly soluble and digestive. They possess a proved efficacy in cases of inflammation, Scaldings, catarrhs and contagious discharges. Dr Clertan's Sandal pearls cure all these inconveniences whether recent or chronic, in two or three days, without leaving any ill effects. They have no odour, nor do they in any way affect the digestive organs, which so frequently occurs with all similar preparations.

Every bottle, is genuine, bears Dr CLERTAN'S signature.

See that the label on each bottle bears the address, 19, rue Jacob, Paris. Sold by all chemist.

Agents in Hongkong:—

A. S. WATSON & Co., Ltd. DAKIN BROS. OF CHINA, Ltd.

QUINIUM WINE OF LABARRAQUE

unique preparation of this kind, approved by the Academy of Medicine of Paris, is the condensation of all the active principles of the Cinchona Bark. « *A few grammes of the Quinium produce the same effect as several kilos of Cinchona.* »

(RONDURET, Professor at the School of Pharmacy of Paris.)

« *I sought for a long time a powerful tonic, I have found it in your Quinium which I consider as the restorative par excellence of weakened constitutions.* »

Dr CABARET.

« The Quinium Wine of Labarraque *is the most useful complement of Quinine in the treatment of fevers. Its effects are particularly remarkable in old fevers and in paludial cachexia.* »

Prof BOUCHARDAT.

In nearly all the Pharmacies.

Manufacture: Store, 40, rue Jacob, Paris

Agents in Hongkong:—

A. S. WATSON & Co., Ld.

DAKIN BROS. OF CHINA, Ld.

INTIMATION.

F. Blackhead & Co.,

SHIP-CHANDLERS, SAIL-MAKERS, and PROVISION MERCHANTS, NAVY CONTRACTORS, & GENERAL COMMISSION AGENTS,

No. 11, Praya Central,

(Opposite Pedder's Wharf).

SOLE AGENTS FOR RAHTJEN'S GENUINE COMPOSITION FOR THE BOTTOMS OF IRON SHIPS.

HARTMANN'S GREY PAINT, specially manufactured for coating the inside of STEEL SHIPS.

SPECIALLY SELECTED,

EX. PRIME, PORK and BEEF in Barrels.

Also

AMERICAN PRIME SUGAR-CURED HAMS and BACON.

CHR. MOTZ & Co., BORDEAUX CLARETS.

CEMENT from the celebrated Factory of Hemmoor.

FLENSBURG STOCK BEER.

ENGINEERS' AND BLACKSMITHS' MACHINERY AND TOOLS.

EVERY KIND OF SHIP'S STORES AND REQUISITES *ALWAYS IN STOCK* AT

REASONABLE PRICES.

ALL KINDS OF COALS SUPPLIED AT THE SHORTEST NOTICE.

Des Coteaux and fils finest old BRANDY COGNAC 4 Stars, selected expressly for F. B. & Co., Sole Agents.



COCA BITTERS, in PINTS and QUARTS. COCA BITTERS, in PINTS and QUARTS.

Hongkong, 20th July, 1891. [132

FOR SALE!

BEST STEAM COAL.

THE Undersigned, having been appointed Agents for the sale of the WAN AN (Formosa) STEAM COAL, are prepared to supply the same in any quantities to suit buyers at VERY REASONABLE RATES.

SPECIAL QUOTATIONS TO LARGE CONSUMERS.

For Particulars, apply to

TUCK YUE & Co.,

No. 32, Praya Central.

Hongkong, 6th June, 1891. [821

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.

L. MALLORY.

Hongkong, 24th June, 1881. [993

FOR SALE.

THE TEMPLE BAR HOTEL, SINGAPORE, the best second-class house in the town; takings over $1,000 per month. Price $5,000.

Present owner must leave for Europe, owing to ill health.

Apply to

W. A. W.

17, High Street,

Singapore.

21st October, 1891. [1344

FOR SALE.

THE ENGINES AND BOILER OF THE CHINESE GUNBOAT "CHOP-CHEUNG."

THE Engines of the *Chop-cheung* were constructed by Messrs. INGLIS & Co., of Wanchai, and are of the Compound Inverted Cylinder Direct-Acting Surface Condensing type; cylinders 20" and 38" dia., with a stroke of 26." The crank Shaft is 6½" dia. at the Crank pin and 7" dia. at the journals. The H.P. Piston Rod is 3" and the L. P. 3⅜" dia. The Piston and Connecting Rod bolts are 2" dia., Air Pump 14½" dia. by 13 stroke, Single Acting Circulating Pump 8" dia. by 13" stroke, and Double Acting Feed and Bilge Pump (one each) 3" dia. by 13" stroke.

These Engines have been very little used and are in thoroughly good order.

The Boiler is of the Horizontal Multitubular type, with three Furnaces and vertical Dome on top. Its dia. is 10ft. 2" by 9ft. 10" long, external measurements; Furnaces, 2ft. 7" dia.; Dome, 44" dia. by 4ft. high; Tubes, 148 in number by 3" ex. dia. It is in fairly good condition, having recently undergone considerable repairs, and would last in active service for over five years.

For Further Particulars, Apply to

GORDON & Co.

Auctioneers.

Hongkong, 29th August, 1891. [1172

NOTICE.

FROM the 1st of November next, the SHANGHAI BUTCHERY will be prepared to supply BRAWN, LARD in BLADDERS, Fresh and Pickled ENGLISH PORK, SAUSAGES, &c., &c.

Also,

BEEF in Joints and corned, BLACK PUDDINGS, Pork and Game PIES.

S. R. GALE.

Shanghai, 8th October, 1891. [1312

CHS. J. GAUPP & CO.,

CHRONOMETER, WATCH, and CLOCK-MAKERS, JEWELLERS, SILVERSMITHS, and OPTICIANS.

CHARTS and BOOKS.

NAUTICAL INSTRUMENTS.

Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Voigtländer and Sohn's

CELEBRATED OPERA GLASSES.

MARINE GLASSES and SPYGLASSES.

No. 8, Queen's Road, Central. [648

JOHN AMBROSE CLARKE,

Teacher of Officers and Engineers,

No. 75, WYNDHAM STREET,

Opposite Central Police Station.

CANDIDATES prepared for the MARINE BOARD EXAMINATIONS.

Author of the "New Navigation Simplified," And an "*Arithmetic*" for Engineers, $5.

Masters instructed in the use of the "Davis-scope."

Hongkong, 7th February, 1891. [246

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

MR. WONG TAI-FONG,

Surgeon Dentist,

(Formerly articled Apprentice, and latterly assistant to Dr. ROGERS),

HAS REMOVED

TO

THE BANK BUILDINGS,

QUEEN'S ROAD,

(above Messrs. Dakin Bros. of China, Ld.).

CONSULTATION FREE.

Hongkong, 27th July, 1891. [959

NOTICE.

JEYE'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEYE'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co.,

Bank Buildings.

Hongkong, 19th June, 1888. [18

Printed and Published by ROBERT FRASER SMITH, at No. 2 Pedder's Hill, in the City of Victoria, Hongkong.